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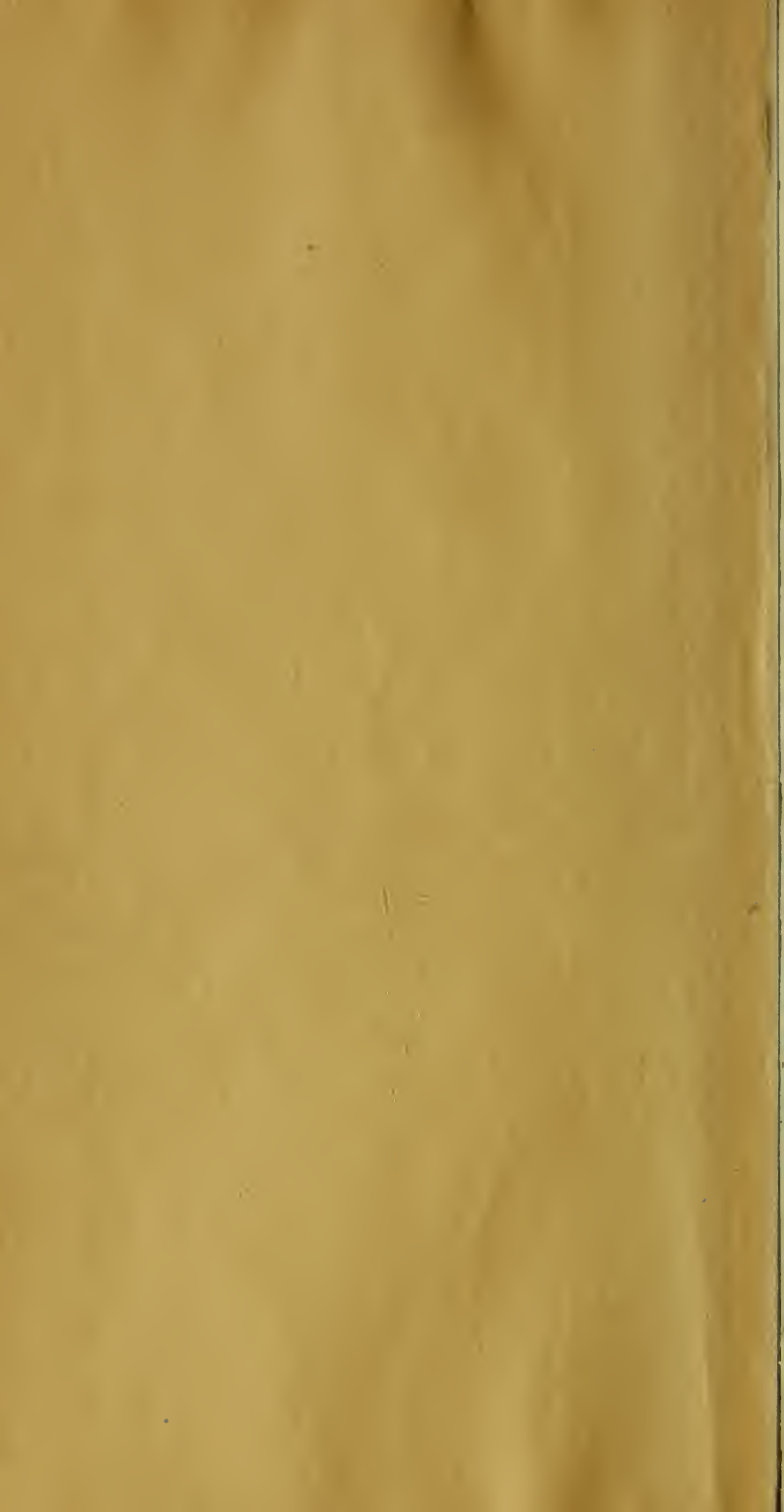
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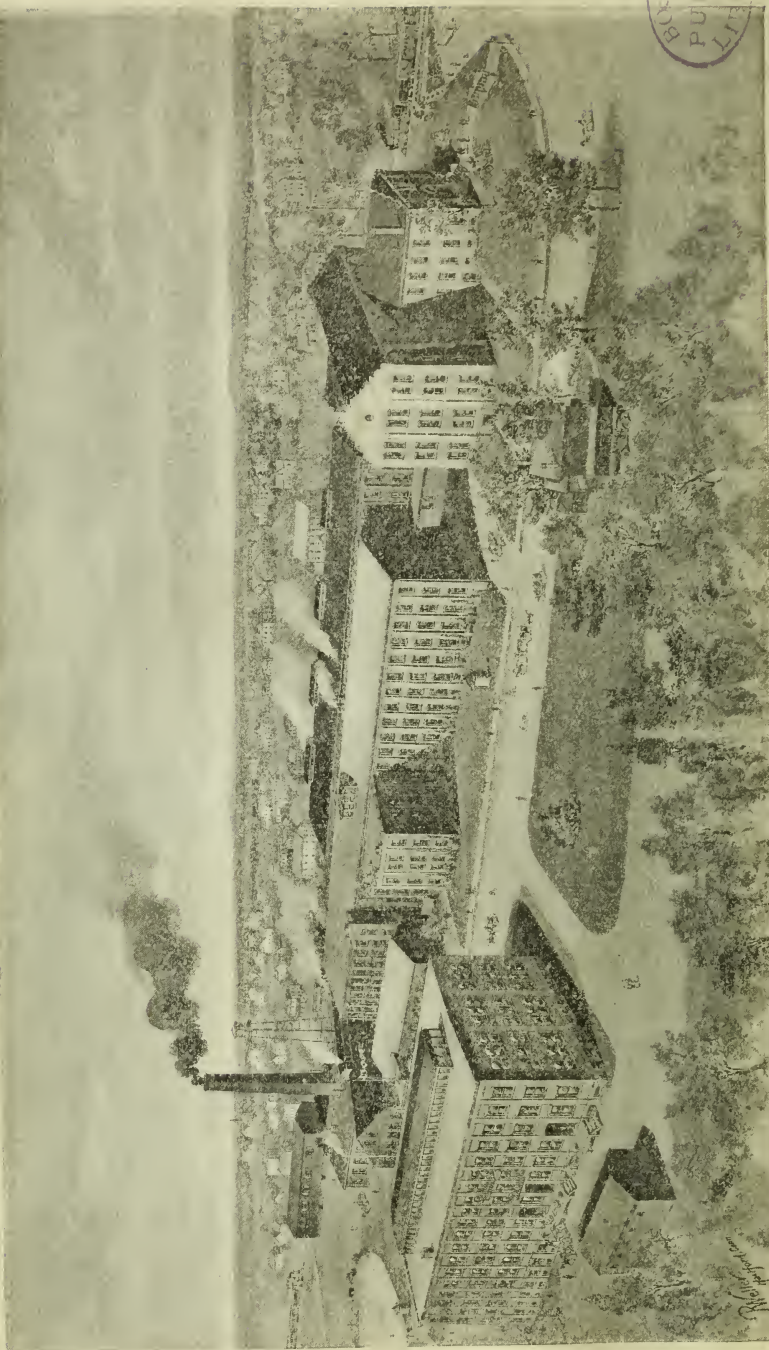
Hartford Rubber Works Company.











# Automobile

# Good



# Roads

MARK

and

# Tours

COMPILED AND PUBLISHED BY

**The Hartford Rubber Works Co.**

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HARTFORD, CONN.

FACTORY No. 3 NEW BRUNSWICK, N. J.

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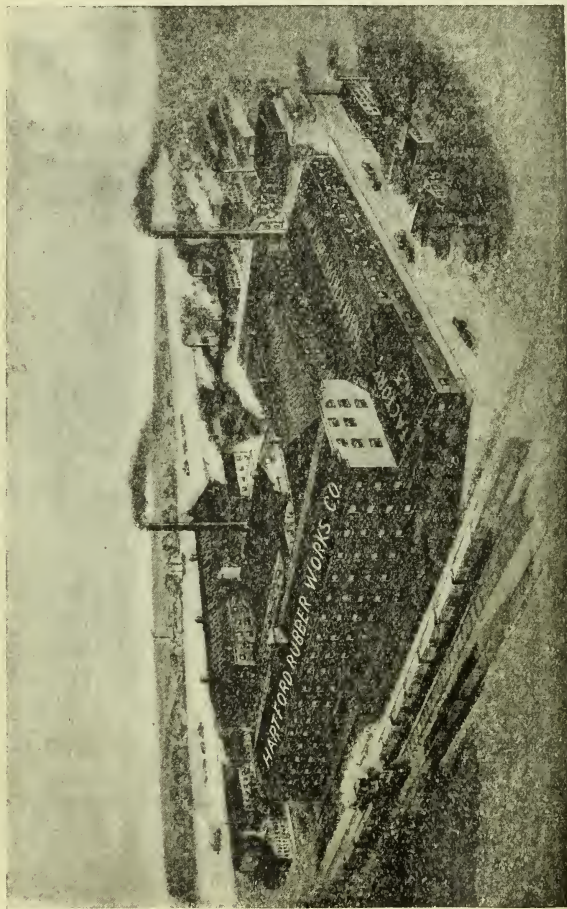
Hartford Rubber Works Company.  
July 18, 1907

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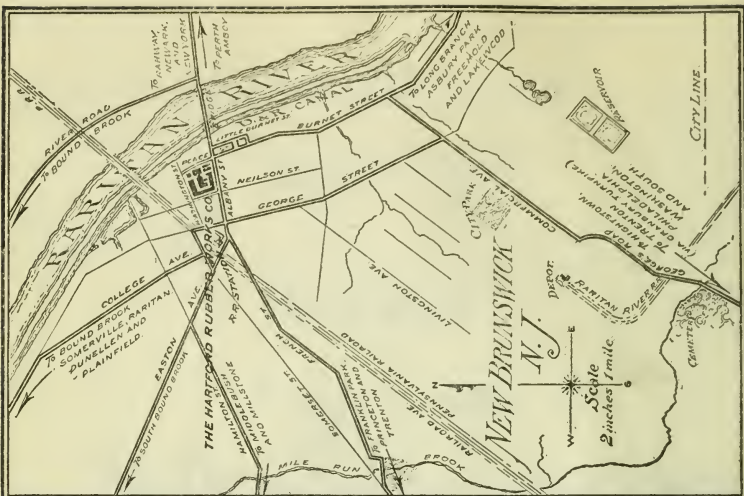
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**FACTORY NO. 3 OF THE HARTFORD RUBBER WORKS CO.**  
**NEW BRUNSWICK, N. J.**



## PREFACE

THE purpose of this Road Book is to supply useful information of practicable routes, and of accommodations suitable for touring motorists and their cars, in the eastern and middle states. Neither time nor expense has been spared in its preparation, and the work is confidently offered as a move toward meeting the requirements of an entirely new phase of public travel. In the compilation differences of opinion have been harmonized so far as possible, and the most reliable data sought at all points. The Hotel and Garage Directory has been arranged with impartial care.

Detailed road description is a comparatively new departure in the United States, and many years must elapse before anything like a comprehensive system of road data — even in the relatively small territory here covered — is available. In Europe descriptions of certain well known thoroughfares of a hundred years or more ago are fairly correct today; but in this country we are still obliged to deal with elementary facts and features.

A very thorough preliminary search showed that there were no maps which could be used as a basis for this work. It was necessary, therefore, to actually create the maps from the best existing sources. Changes are constantly going on — especially as highway improvement extends — and an inferior route today may be the best route tomorrow, or vice versa. Even the United States Geological Survey, with thousands of the most detailed of maps and unequalled facilities, is unable to keep close track of all these matters. Although hundreds of proofs have been sent out for revision, no doubt numerous errors remain; these the compilers trust will be reported for the benefit of subsequent editions.

Within the limits of a single volume of convenient size it would be impossible to describe more than a small proportion of the hundreds of interesting trips which might be made in the territory broadly covered by this book. An effort has been made, therefore, to show the relationship of each important tour not only to the district traversed, but also to the subordinate routes connected with it, though for the latter a condensed detail must often suffice. No mere descriptions have been attempted; the aim has been to compact all information and make necessary

directions brief and concise — in a word to place in the hands of motorists making any of the trips here outlined such ready information as shall enable them to travel same with a minimum of inconvenience.

Believing that a Road Book should be a companion rather than a mere collection of fixed schedules, much has been willingly left to geographical sense, and the tourist's own constructive faculty. Not only may the make-up of original routes become a fascinating study, but many an itinerary is much less intricate as it unfolds to one's actual progress than it seems in print, even when it includes only essential directions.

Acknowledgment is cheerfully made of the friendly coöperation received from the Automobile Club of America and other organizations, both national and local. Also to members of the trade and, last but not least, to the many touring motorists who have placed notes of their trips or other special information at our disposal. Without such assistance as this a Road Book covering so large a territory would be impossible to compile at this time.

The widespread organization of the Hartford Rubber Works Co. covers in a regular business way the entire territory embraced in these tours, and it is suggested that a mutual acquaintance — whether at home or away from home — might prove of mutual benefit.

HARTFORD, CONN., March 15, 1905.



## Special Note

THE compilers and publishers will welcome corrections, either of routes or maps, as printed in the present work; and will be glad to consider any suggestions for the betterment of subsequent editions. Absolute accuracy and clearness of statement are particularly desired for all riding directions. Opinions as to optional routes will often differ, of course. All other things being equal, preference should be given to the most suitable route for the average of *through* travel — a concession and courtesy to the locally unacquainted tourist. All communications of this character should be addressed to the main office of the Hartford Rubber Works Co., Hartford, Conn.





We use the standard Clincher rim, as approved by the Rim Association. All rims furnished by us will have this official stamp.

## Guarantee

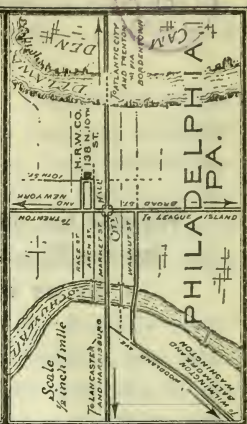
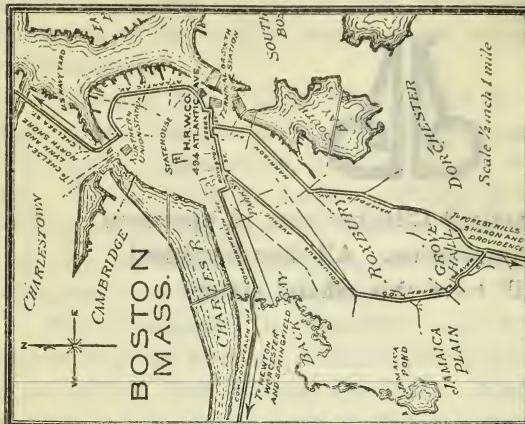
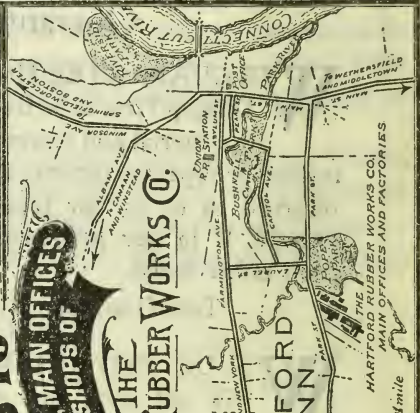
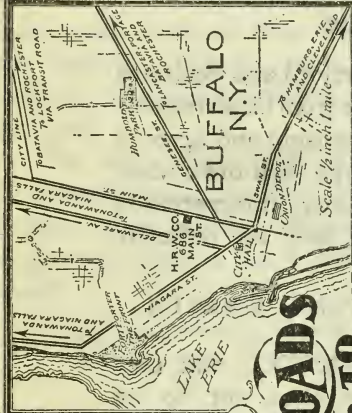
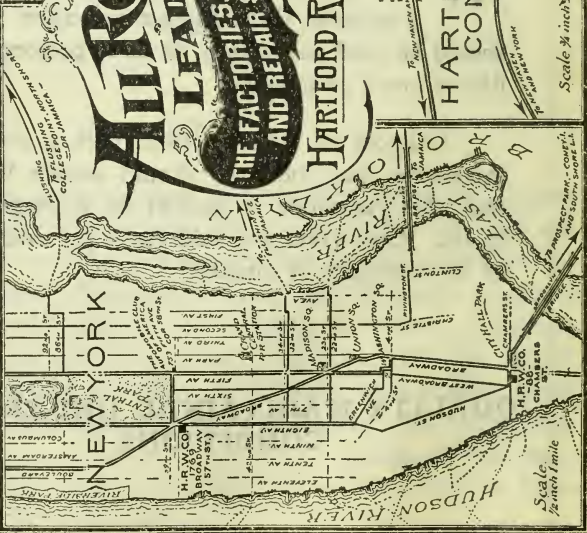
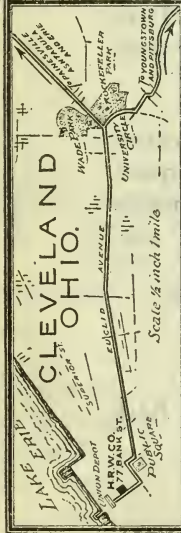
**W**E GUARANTEE Hartford and Perfected Dunlop Tires to be free from imperfections in material and workmanship, and agree to replace or repair without charge such tires, when returned to us or our branches, transportation prepaid, if in our judgment they are defective from either cause.

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**W**E DO NOT GUARANTEE that they will not wear out in time, nor do we guarantee them against puncture. Tires should be used judiciously, so as to prolong their life as much as possible.

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 AND REPAIR SHOPS OF  
**THE HARTFORD RUBBER WORKS CO.**

... D. C. ... 1 mile ... the American Cities the Tourist will find one of our Fully Equipped Establishments.

## Organization

THE HARTFORD RUBBER WORKS COMPANY, Main Offices and Factories

No. 1 and 2, . . .	HARTFORD, CONN.
Factory No. 3, . . .	NEW BRUNSWICK, N. J.

### BRANCH OFFICES

88 Chambers St., . . .	NEW YORK, N. Y.
1769 Broadway, . . .	NEW YORK, N. Y.
494 Atlantic Ave., . . .	BOSTON, MASS.
138 North Tenth St., . . .	PHILADELPHIA, PA.
686 Main St., . . .	BUFFALO, N. Y.
77 Bank St., . . .	CLEVELAND, OHIO.
256 Jefferson Ave., . . .	DETROIT, MICH.
83 Michigan Ave., . . .	CHICAGO, ILL.
9 North Sixth St., . . .	MINNEAPOLIS, MINN.
3964 Olive St., . . .	ST. LOUIS, MO.
1564 Broadway, . . .	DENVER, COL.
461 Mission St., . . .	SAN FRANCISCO, CAL.
116-118 East Ninth St., . . .	LOS ANGELES, CAL.

The composite drawing on the opposite page is designed to give, at a glance, the local riding directions to the main office and factories No. 1 and 2 of the Hartford Rubber Works Co., Hartford, Conn., as well as to the branches of the same company located in the territory broadly covered by this work. These branches are six in number, as follows: New York city (2); Boston, Mass.; Philadelphia, Pa.; Buffalo, N. Y.; and Cleveland, Ohio. Care has been taken to show the location of each branch with respect to the main thoroughfares of the cities named. Appropriate entries are also made in the Garage and Hotel Directory. The branches at Detroit, Mich., Chicago, Ill., Minneapolis, Minn., St. Louis, Mo., Denver, Colo., San Francisco, Cal., and Los Angeles, Cal., will be found equally convenient for touring motorists.

The illustration opposite page 7 is a general view of Factory No. 3 of the Hartford Rubber Works Company, New Brunswick, N. J.; with diagram of local routes reaching same.



## Increasing Popularity of Automobile Tours

Not only has the touring spirit taken firm hold of the motor-ing public within the past two or three years, but new routes have been opened up in considerable numbers, and the facilities for covering same vastly improved. By the gradual extension of good roads, whole sections are made accessible that might otherwise be unknown to this form of road travels for many years to come. The opportunity to go and come with greater ease and increased speed brings many a naturally attractive locality to hundreds or thousands who might otherwise know nothing of it.

Practically all of New England is now accessible to the tourist. Automobiles have crossed the Green and White Mountain ranges a number of times; have climbed to the tops of Mounts Washington and Greylock, and skirted the eastern shore of Maine as far as Bar Harbor. Even the Rangeley Lake district has been reached by motor car, and at least one trip has been made into that section from Quebec, Canada, across the vast intermediate wilderness. The Litchfield and Berkshire Hills, with their many miles of good roads, are within a comparatively short distance of New York and Boston, and especially convenient to the cities and towns in the Connecticut River Valley.

Within half a day of New York City there is nearly all of Long Island, about half of New Jersey, and some portions of Eastern Pennsylvania. Throughout all this section the automobile has become a familiar sight on the country highways and by-ways, the recognized ally of awakening interest in better roads. The Hudson River district is opened up from end to end, with fairly good connecting lines to Lake George and Lake Champlain. Central, Western, and Northern New York show comparatively little improvement from year to year, but all are traveled with more or less success. A fair road system connects Buffalo, Erie, Cleveland, Toledo, and Detroit along the southern shore of Lake Erie, as well as across lower Ontario to Detroit and Michigan points (especially). From Chicago much of Northern Illinois and Southeastern Wisconsin is within touring range, the lines to Milwaukee and the Wisconsin lakes along the great Sheridan Road already showing great improvements and promising more. The great Middle West suffers principally for the want of good roads.

On the Atlantic seaboard to the South and West, the way is opened up in good shape to Trenton, Philadelphia, and Wilmington, less inviting but still passable to Baltimore and Washington. Most of interior Pennsylvania can be traveled, but usually with some difficulty. Routes below Washington are practically closed

by bad roads, except in separate districts like the Shenandoah Valley, Virginia, parts of Western North Carolina, and on some portions of the Florida East coast. To enjoy a tour in these sections, the automobile must usually be shipped from north of the Potomac. Considerable progress has been made also in Southern and Central California, tours between San Francisco and Los Angeles, to Mount Lowe and the Yosemite Valley, having already lost their novelty. In Western Oregon and on the north Pacific slope generally, touring progress is naturally small, but the future has a large promise as that section develops and is able to furnish more good roads. Already four complete transcontinental trips have been made over different routes.

Adequate repair, supply, and storage facilities can usually be depended upon between Portland, Me., on the north, and Washington, D. C., on the south; through Central and Western New York, along the southern shore of Lake Erie, and on the Chicago-Milwaukee line, as well as between Cleveland and Cincinnati and in the Pittsburg, Pa., district. Five years more and every enterprising town of 1,500 people or more will undoubtedly have its public garage, with facilities for taking care of the touring motorists' ordinary needs.

## Suggestions to Tourists

It takes considerable thinking and not a little planning to make one's first tour a success — to keep up satisfactory progress and get a rational enjoyment out of the new experience. Then, in all probability, especially if one has a genuine liking for that sort of thing, the whole problem seems simpler and easier than at first thought possible. When the tourist comes to know any district thoroughly through experience, the opportunities for the makeup of schedules suited to his times and convenience, as well as to the speed and power capabilities of his machine, will develop far ahead of the possibilities for using them. Fortified in this way, if the ready motorist happen to find himself at almost any point, with much or little time to spend touring, he can make his plans in short order with confidence in his ability to carry them out. As one's mastery of the subject advances, too, the difficulties in the way relatively diminish.

Advance schedules have a certain value to the entirely unacquainted motorist, since they often help him to decide between different routes for the same territory, give him an idea of the roads and nature of the accommodations along the way. Long descriptions may be read before one starts out and possibly taken along; but it is safe to say that not once in a hundred times are they referred to in the course of the tour. They become obsolete

through the fact of the tourist's own progress, very likely supplanted in large part by the fresher information which he gathers on the way. In sections not enough settled to enable him to make inquiries as often as needed in order to be sure of keeping the through route he has fixed in his mind, his own intuition and a readiness to retrace the distance taken in error is the only alternative. This will frequently happen, particularly in Northern New England, where there are sometimes two or three crossroads to one house, and an entire absence of signboards.

The most in smallest compass is undoubtedly furnished by a convenient size and accurate scale map of the section to be covered. If this is not available, a fair outline drawing can be made by any one, based upon the detail of a geological survey map or reliable atlas, or even upon a suitable railway folder. Then, at least, one has a mental outline of the route. It may be worth while to divide such a map into sections by the use of penciled brackets, corresponding to the different days' runs expected to be made. These brackets may be changed as made necessary by roads, weather, and the like, with ink possibly substituted for the pencilings as the ground is actually covered. Thus with very little labor the motorist may have an outline diary or daily memorandum of his trip, which may either be filed away for future reference or written out in ampler detail at leisure.

Most of the maps now in use are bicycle maps, which are good enough in their way and give a fair idea of distances and directions, but the information they contain is often misleading to motorists. They are all several years old, too, and they lack information, therefore, of late changes in road conditions, some of which changes have practically reconstructed many important routes. One in need of essential information should find, if possible, some one who has gone over the same route in a motor car, which is the best possible way of solving the matter.

The average native is to be depended upon only for strictly local directions; not always for that. Prove what he tells you by another if opportunity affords, nor be surprised if both are proven wrong by subsequent developments. Ask the hotelkeeper, the storekeeper, or the householder, rather than the man found walking along the highway. Inquire of the latter for the way to a place fifty miles or so and the chances are that he will not know, or at least that he cannot tell you intelligently. But if you have a good working knowledge of the route yourself and know, even by name, the next town, ask the way to that, and the chances are that you will get it fairly straight. Wherever there is a regular automobile station, try to get into communication with that, either in person or by telephone.



# United States Geological Survey Maps.

## What they are — How secured for private use.

The only general plan of detailed map-making yet undertaken in this country is that of the U. S. Geological Survey, which has been engaged since its organization in making a topographic survey and map of the United States. Under the plan adopted, the entire area is divided into small *quadrangles*, bounded by certain meridians and parallels, and these quadrangles, which number several thousand, are separately surveyed and mapped. The unit of survey is also the unit of publication, the maps and description of each quadrangle are issued in the form of a folio. When all the folios are completed they will constitute a Geologic Atlas of the entire country. About one-fourth of this area, excluding Alaska, has now been thus mapped. A folio is designated by the name of the principal town or prominent natural feature within the quadrangle. It contains topographic, geologic, economic, and structural maps of the quadrangle, and occasionally other illustrations, together with a general description. In addition to the topographic atlases, the survey has prepared and printed certain general maps, made by combining certain topographic atlas sheets, and special maps covering areas of peculiar economic importance. These maps represent a great variety of topographic features, and with the aid of descriptive text they can be used to illustrate topographic forms; the names of adjoining published sheets are printed on the margins. All are engraved on copper and printed from stone, in three colors. The cultural features, such as roads, railroads, cities, towns, etc., as well as all lettering, are in black; all water features are printed in blue; while the hill features are shown by brown contour lines. The contour interval varies with the scale of the map and the relief of the country. Although it is impossible for any public service of this comprehensive character to keep abreast of the changes going on in the sands of localities, as this survey extends it becomes the final authority on all matters such as distances, directions, etc.; and it is a source of reference beyond compare. This service is now made in some form or other by a great many touring motorists, the inexpensive form in which the maps come makes up for the relatively small territory covered by a single sheet. The maps are sold at five cents each when fewer than 100 copies are ordered, but when they are ordered in lots of 100 or more, whether of the same sheet or of different sheets, the price is two

cents each. The order may be given for that many copies of one sheet only or for that many different sheets, and, unless otherwise stated, this discount will apply also to special, general, and combined maps which may be included in the order. Or the larger maps only may be ordered; but in no case can orders be filled at the wholesale rate unless the sum remitted solely for topographic maps amounts to at least \$2. Prepayment is required, and may be made by money order, payable to the order of the Director of the United States Geological Survey, or in cash—the exact amount. Checks, foreign coin, and postage stamps cannot be accepted.

The areas already mapped are widely scattered, nearly every state being represented. About 1,325 sheets have been engraved and printed; they are tabulated by states in a pamphlet catalogue which will be sent free on request. This makes it possible for any one to discover whether or not a particular territory has been surveyed and printed. In case of doubt as to any distance or direction, reference to the proper sheet—if published—will make the matter clear, and sketches made from such data will be the more authoritative. The survey does not mount its maps for sale. *Certain large booksellers carry these maps in stock.* Correspondence should be addressed to THE DIRECTOR, UNITED STATES GEOLOGICAL SURVEY, WASHINGTON, D. C.



## When You Run a Mile in\*

Min. Sec.		Miles per hour	Min. Sec.		Miles per hour
5 0 —	YOU ARE GOING	12	— 52 —	YOU ARE GOING	69 $\frac{1}{4}$
4 30 —		13 $\frac{3}{8}$	— 51 —		70 $\frac{3}{4}$
4 0 —		15	— 50 —		72
3 30 —		17 $\frac{1}{8}$	— 49 —		73 $\frac{1}{2}$
3 0 —		20	— 48 —		75
2 45 —		21 $\frac{4}{5}$	— 47 —		76 $\frac{5}{8}$
2 30 —		24	— 46 —		78 $\frac{3}{8}$
2 15 —		26 $\frac{3}{4}$	— 45 —		80
2 0 —		30	— 44 —		81 $\frac{7}{8}$
1 50 —		32 $\frac{3}{4}$	— 43 —		83 $\frac{3}{4}$
1 40 —		36	— 42 —		85 $\frac{3}{4}$
1 30 —		40	— 41 —		87 $\frac{7}{8}$
1 20 —		45	— 40 —		90
1 10 —		51 $\frac{1}{2}$	— 39 —		92 $\frac{3}{8}$
1 5 —		55 $\frac{1}{2}$	— 38 —		94 $\frac{3}{4}$
1 0 —		60	— 37 —		97 $\frac{1}{2}$
— 59 —		61	— 36 —		100
— 58 —		62 $\frac{1}{8}$	— 35 —		102 $\frac{3}{4}$
— 57 —		63 $\frac{1}{4}$	— 34 —		106
— 56 —		64 $\frac{3}{8}$	— 33 —		109
— 55 —		65 $\frac{1}{2}$	— 32 —		112 $\frac{1}{2}$
— 54 —		66 $\frac{3}{4}$	— 31 —		116
— 53 —		68	— 30 —		120

\* For more extended table see page 34.



## Law and Usage

Automobile legislation in the United States is at the present time in a state of chaos. It was planned at first to include in this work a complete register of the laws and ordinances in force at the time of issue in all the States and the principal cities broadly covered by these tours; and a large collection of the latest data was gathered for that purpose. In the mean time there has been a deluge of legislation which has overturned the legal fabric of six months ago from once to several times, while the mass of pending legislation at this writing (March 1, 1905), is greater than ever before. Under these circumstances we have felt that to include a collection of quickly-shifting laws and ordinances would be misleading for much of the time that this Road Book is expected to be in use; so the additional space has been given to other matters of more permanent interest to touring motorists.

At a time when the lawmakers of sovereign American States calmly debate ways and means to cripple all classes of motor cars by compelling a fitting of gears by which a speed in excess of stated limits would be impossible; to put every motorist under bonds of several thousands of dollars; to require a complete stop when passing a horse-drawn vehicle (a strict interpretation of which would make it impossible to use them in cities), and the like — these being merely samples of some of the latest experimental legislation — the fundamental rights, duties, and privileges of road users come into new prominence. These points, shorn of their legal verbiage, are so well covered in the "Precepts for Motorists," as written down by the President of the Automobile Club of America, that room has been made for them here.

By no process of law can the common right to use the streets and highways be denied the owner of a motor car; but prejudice in some quarters has led to not a little perversion of justice. The automobilist who becomes the victim of overzealous activity on the part of local authorities should have the sympathy and support of all others; and it is altogether probable that the national organizations will in due time make a more serious effort to protect their members from persecution. At the same time a sentiment against willful infraction of reasonable laws and ordinances has grown up among motorists until the offender often receives less consideration without than within his own ranks. The influence of all the responsible organizations — including local clubs — is solidly in favor of moderate speed and, above all, perfect safety.

It is plain to any reasoning mind that no law-making body is competent either to pass upon the proper equipment for automobiles, or to define their speed and action under the varying conditions of road travel. The suggestions of a well-known American motorist include, in brief, a plan for the cumulative punishment of offenders against the speed laws, in no way severe or unreasonable at the outset, but likely to be thoroughly efficacious in the event of a third conviction; a system of garage control, and certain requirements, few in number and very simple, for chauffeurs. In addition, there is a demand for reliable and efficient braking power and a prohibition of the open muffler. These requirements are reasonable, evidently practicable, and there is good reason to believe that they would meet existing conditions. An expansion of the common speed limits within different zones is the natural complement of just laws, sensibly enforced.

In our opinion the fundamental rules for the guidance of touring automobilists may be placed under seven heads, namely:

1. Meeting — Take the right.
2. Passing — Take the left.
3. Warning — Use the horn (moderately).
4. Stop — On signal from passing horse-drawn vehicles.
5. Speed — Strict conformity to local regulations.
6. Accident — Stop and assist.
7. Registration and License — If required by proper law.

A due regard for these fundamental rules and the "Precepts for Motorists," which follow, make this form of road travel immune from all except unaccountable accidents and deliberate perversions of justice — from neither of which is there any immunity.

### Need of a Federal Law

By a late act of the National Congress, motor cars may now move on and off ferry boats by their own power, thereby removing one of the most bothersome of all early restrictions to the free use of automobiles. This is a boon, especially in the vicinity of New York City, but in a lesser way wherever throughout the country tourists find the use of ferries either necessary or desirable in making up their schedules.

The act referred to went straight to the root of the difficulty and afforded the needed relief at a stroke — for once and for all time. It may be that as the motor car becomes more and more indispensable in everyday life and business — and especially as interstate automobile travel increases — a just and reasonable federal statute may arise to take the place of all the conflicting local and state legislation in vogue today. That would give motoring a freedom and a security impossible to secure in any other way.

## Precepts for Motorists

**P**RESIDENT DAVE HENNEN MORRIS of the Automobile Club of America, New York, has formulated twenty-two rules which might with profit be pasted on the dashboard of every motor car, as well as on the walls of every garage, public or private. The pioneer American club has circulated many documents in its time, but none more worthy than this of the widest distribution. Individual owners who will study and live up to these rules may consider themselves morally and legally on the "safe side." The precepts — especially valuable to tourists — follow:

Don't disobey the rules of the road.

Remember to keep to the right and pass on the left.

Don't forget that pedestrians have the same rights as vehicles at street crossings.

Remember that vehicles do not have the right of way at street crossings.

Don't forget that your rate of speed should never exceed the legal rate.

Remember, when local conditions require, to adopt even a lower rate of speed than the legal rate.

Don't get "rattled."

Remember that it is the "other fellow" who always loses his head in a crisis.

Don't insist upon your rights.

Remember that the "other fellow" may not know your rights, and an insistence on your part is bound to result in an accident.

Don't argue with trolley cars, express wagons, brewery trucks, or other heavy bodies found in the public thoroughfare.

Remember that the drivers of these powerful vehicles generally operate on the theory that might is right.

Don't expect women and children to get out of your way.

Remember women and children don't know how to avoid danger.

Don't run any unnecessary risks.

Remember that, while the automobile is flexible, powerful, and easily controlled, you may make a slip.

Don't drink.

Remember that nine-tenths of the accidents occur to automobiles driven by intoxicated chauffeurs.

Don't sneak away in case of an accident.

Remember that the true gentleman chauffeur, although he may not be responsible for the misfortune, stands his ground.

Don't fail to be a gentleman under any provocation.

Remember that the Golden Rule practiced in the road will save you no end of trouble, expense, and worry.



# United States Customs

Automobiles are dutiable as unenumerated manufactures of which metal is the chief value, at 45 per cent. ad valorem, under paragraph 193 of the Tariff Act of 1897. Provisions for the entry of automobiles into the United States may be divided for all practical purposes into three classes, as follows:

1. Direct importation of new machines, for use or for sale, on which the stated duty must be paid.

2. Free as household effects under the following definitions and conditions:

(a) Household effects are defined as "articles which pertain to a person as a householder or to a family as a household, and do not include articles used in professional or business pursuits."

(b) Automobiles used abroad as above for a period of one year or more, whether consecutively or not, and whether or not the one year of use abroad immediately precedes the importation, are free of duty upon the filing of the usual oath.

(c) Free entry of an automobile is accorded only to the actual automobile used by the owner for one year or more, and cannot be allowed in the case of an exchanged machine which has not been used by the owner for that period.

(d) Automobiles are free of duty if used abroad for one year or more, although a period of a year or more may have elapsed since such use.

(e) Automobiles to be free of duty as household effects must have been used abroad for a period of one year or more by the owner or his family, whether driven by a chauffeur in his employ or not, but the use of an automobile by a chauffeur or friend unconnected with the owner or his family does not meet the requirements of the law.

This is the oath required to be taken for this purpose:

I, ....., do solemnly, sincerely, and truly declare that I, ....., arrived in the United States in the ..... from ..... on or about ....., 19..; that the articles enumerated in the annexed entry, imported by me in the ..... from ....., are household effects (not merchandise) which were owned and used by me or my family abroad as such for not less than one year previous to the importation thereof, and are not, directly or indirectly, imported for any other person or persons, and are not intended for sale.

Declared to this ....., 19.., before me.

.....  
.....

3. Free entry under bond, for a stay not to exceed three months, under the provisions of Department's circular of June 20,

1902 (T. D. 23808). In such cases formal entry will be required and a careful examination and appraisal made at the port of importation. A bond with penalty in double the estimated duties under Article 563 of the Customs Regulations, in the appended form, will be given by the importer, conditioned for due exportation of the automobile covered thereby within three months from date thereof:

### SPECIAL BOND.

KNOW ALL MEN BY THESE PRESENTS, That we, ....., principal, and ..... and ....., as sureties, are held and firmly bound unto the United States of America, in the sum of ..... dollars, to be paid to the United States, for the payment whereof we bind ourselves, our heirs, executors, administrators, and assigns, jointly and severally, firmly by these presents.

WHEREAS, A certain automobile described as (a) ..... was imported at the port of ....., in the ....., whereof ..... is master, from ....., on the ..... day of ....., nineteen hundred and .....; and whereas the above-bounden principal has this day entered the same at the port of ....., under the laws of the United States, providing for entry without payment of duty of (a) ..... for (b) ..... as per entry No. ....., in which the said automobile is also described or set forth:

Now, THEREFORE, the condition of the above obligation is such that if within three months from the said date of original importation the said automobile shall be so withdrawn for actual export beyond the limits of the United States, then the above obligation to be void; otherwise, to remain in full force.

Witness our hands and seals, at the port ....., this ..... day of ....., nineteen hundred and .....

..... [SEAL]  
 ..... [SEAL]  
 ..... [SEAL]

Signed, sealed, and delivered in the presence of

.....  
 .....

a Here give full description of vehicle, number, etc. b Here insert purpose of importation.

No person but the owner can make declaration for household effects; in all cases where the value of the effects exceeds \$100, a consular invoice will be required; where household goods arrive in the United States, unaccompanied by the owner, a bond may be given by the consignee for the production of the necessary oath within one year.

### United States-Canadian Customs

The Dominion of Canada is gradually becoming a popular touring ground for motorists residing in the United States. Possible trips in the Province of Ontario alone are many, nor are they surpassed by those of any other equal extent of territory on the Continent. Of course there is the international border to be crossed, both going and returning. For this purpose the best passport any motor car can possibly have is the manifest made out in duplicate at the time and place of entry, accompanied by a

bond for double the estimated duties, and (usually) a small cash deposit.

This manifest fully identifies the automobile at any subsequent time, and finally secures a cancellation of the bond and the return of the deposit made, serving also as a means of free and speedy return to the United States. Even if this should be lost, a certified copy may be had by mail from the office through which the entry was arranged. Following is the form of the special bond required:

KNOW ALL MEN BY THESE PRESENTS, That we, ..... principal, and ..... as sureties, are held and firmly bound unto His Majesty, the King, in the sum of ....., to be paid to His said Majesty, His Heirs, and Successors, for the payment whereof we bind ourselves, our heirs, executors, administrators, and assigns, jointly and severally, firmly by these presents.

WHEREAS, A certain automobile described as (a) ..... was imported at the port of ....., in the Dominion of Canada, from ....., on the ..... day of ....., 190.; and whereas the above bounden principal has this day reported the same for touring purposes, as per Report No. ....., in which the said automobile is also described as set forth;

Now, THEREFORE, the condition of the above obligation is such that, if within six months from the said date of original importation the said automobile shall be withdrawn for actual export beyond the limits of Canada, then the above obligation to be void; otherwise to remain in full force.

Witness our hand and seals, at the port of ....., in Canada, this ..... day of ....., 190 .

Executed in presence of

..... [SEAL.]  
..... [SEAL.]  
..... [SEAL.]

An automobile admitted into Canada under these conditions cannot be sold or used for hire without forfeiting the bond. Under a recent ruling by the Customs Department, Ottawa, a collector may use his discretion in waiving the requirement for the five per cent. deposit, when he is satisfied that the automobile will be used in Canada only within the limits of the port of importation and vicinity.

## Rules of the Road in New York City

A vehicle turning to the right into another street shall turn the corner as near to the curb as practicable.

A vehicle turning to the left into another street shall pass to the right of and toward the center of the street intersection before turning.

A vehicle crossing from one side of the street to the other shall do so by turning to the left, so as to head in the same direction as the traffic on that side of the street.

No vehicle shall stop with its left side to the curb.

No vehicle shall stop or stand within the intersection of any street, or within ten feet of a short corner.



# Automobile Organizations

Corrected to March 15, 1905; subject to change.

## National Associations.

American Automobile Association, A. G. Batchelder, Secretary, New York City.

American Motor League, Vanderbilt Building, New York; F. A. Egan, Secretary.

National Association of Automobile Manufacturers, 7 East 42d St., New York; Manager, S. A. Miles.

## Automobile Clubs.

Automobile Club of America, 753 Fifth Ave., New York; S. M. Butler, Secretary. New Club House under construction on West Fifty-fourth St., between Broadway and Eighth Ave.

New York Motor Club, Bretton Hall, New York City; Louis R. Smith, Secretary.

Automobile Club of Philadelphia, Real Estate Trust Building, Broad and Chestnut Sts., Philadelphia, Pa.; H. Bartol Brazier, Secretary.

Massachusetts Automobile Club, 761 Bolyston St., Boston, Mass.; Dr. William A. Rolfe, Secretary.

Hartford Automobile Club, Hartford, Conn.; W. T. Plimpton, Secretary, 164 State St.

Long Island Automobile Club, Brooklyn, N. Y.; H. P. Hanford, Secretary, 360 Cumberland St.

Automobile Club of Maine, Portland, Me.; Howard Winslow, Secretary, 323 Commercial St.

Worcester Automobile Club, Worcester, Mass.; F. E. Frost, Secretary, 505 Main St.

Automobile Club of Bridgeport, Conn.; D. M. Trecartin, M.D., Secretary, 860 Park Ave.

Automobile Club of Springfield, Mass.; George L. Fenn, D.D.S., Secretary, 310 Main St.

Granite State Automobile Club, Manchester, N. H.; Edward H. Fogg, Secretary and Treasurer.

Bay State Automobile Association, Boston, Mass.; J. C. Kerrison, Secretary, % *Boston Herald*.

Buffalo Automobile Club, Teck Theatre Building, Buffalo, N. Y.; Dai H. Lewis, Secretary.

Rochester Automobile Club, Rochester, N. Y.; C. F. Garfield, Secretary.

Automobile Club of Syracuse, Gridley Building, Syracuse, N. Y.; F. H. Elliott, Secretary.

Albany Automobile Club, Albany, N. Y.; Dr. F. H. Fisk, Secretary, 1 Clinton Sq.

Automobile Club of Auburn, N. Y.; Dr. G. W. Whitney, Secretary.

Geneva Automobile Club, Geneva, N. Y.; C. W. Fairfax, Secretary.

Automobile Club of New Jersey, Newark, N. J.; G. Franklin Bailey, Secretary, 7 Dey St., New York City.

Rhode Island Automobile Club, Crown Hotel, Providence, R. I., Elliot Flint, Secretary.

Automobile Club of Utica, N. Y.; H. H. Mundy, Secretary.

Automobile Club of Troy, N. Y.; Dr. A. Buchanan, Secretary.

Pittsburg Automobile Club, Pittsburg, Pa.; W. Linford Smith, Secretary.

Cleveland Automobile Club, Cleveland, Ohio; George Collier, Secretary.

Stamford Automobile Club, Stamford, Conn.; W. Wilson Herrick, Secretary.

Berkshire Automobile Club, Pittsfield, Mass.; H. G. Engel, Secretary, 86 North St.

Automobile Club of Marlboro, Mass.; J. F. J. Otterson, Secretary, 128 Main St.

Brockton Automobile Club, Brockton, Mass.; W. H. Marble, Secretary, 69 Main St.

Wachusett Automobile Club, Gardner, Mass.; L. H. Greenwood, Secretary.

Chenango County Automobile Club, Norwich, N. Y.; Burt W. Stover, Secretary.

Binghamton Automobile Club, Binghamton, N. Y.; N. M. Pierce, Secretary.

Automobile Club of Hudson County, Jersey City, N. J.; Frank Eveland, Secretary.

New Jersey Automobile and Motor Club, Newark, N. J.; E. E. Sargent, Secretary.

Automobile Club of Trenton, Trenton, N. J.; Edward S. Wood, Secretary.

Monmouth Automobile Club, Asbury Park, N. J.; George W. Pittinger, Secretary.

North Jersey Automobile Club, Paterson, N. J.; Edward T. Bell, Jr., Secretary.

Princeton University Automobile Club, Princeton, N. J.; Charles H. Durge, Secretary.

Crescent Automobile Club, Trenton, N. J.; Warren C. Eccles, Secretary.



Columbia University Automobile Club, Columbia University, New York City; R. C. Gaige, Secretary.

Bronx Automobile Club, New York City; F. N. Jeffries, Secretary, 310 Mott St.

Automobile Club of Maryland, Baltimore, Md.; C. Warner Stork, Secretary.

National Capital Automobile Club, 819 14th St., N. W., Washington, D. C.; Erskine M. Sutherland, Secretary.

New Bedford Automobile Club, New Bedford, Mass.; Eli Watson, Secretary.

Automobile Club of Warren, Warren, Mass.; Edward M. Moran, Secretary.

Cutler Automobile Club, Cutler School, 20 East Fiftieth St., New York; Walter D. Pinkus, Secretary.

Herkimer Automobile Club, Herkimer, N. Y.; W. I. Taber, Secretary.

North Shore Automobile Club, Pride's Crossing, Mass.; Quincy A. Shaw, Jr., Secretary.

Motor Club of Detroit, E. H. Broadwell, Secretary, Detroit, Mich.

Florida East Coast Automobile Association, John B. Parkinson, Secretary, Datona, Fla.

Automobile Club of St. Louis, B. B. Culver, Secretary, St. Louis, Mo.

Automobile Club of Southern California, A. P. Fleming, Secretary, Los Angeles, Cal.

Automobile Club of Cincinnati, L. S. Colter, Secretary, 3410 Clifton Ave., Cincinnati, Ohio.

Chicago Automobile Club, Sidney Gorham, Secretary, 243 Michigan Ave., Chicago, Ill.

Dallas Automobile Club, Eugene Corley, Secretary, Dallas, Texas.

Kankakee Automobile Club, C. H. Cobb, Secretary, Kankakee, Mich.

Virginia East Coast Automobile Association, J. Roy Collins, Secretary, Norfolk, Va.

Martinsburg Automobile Club, X. Poole, Secretary, Martinsburg, W. Va.

Houston Automobile Club, Miss Jennie Bering, Secretary, Houston, Texas.

Columbus Automobile Club, Dr. C. A. Howell, Secretary, Columbus, Ohio.

Automobile Club of New Orleans, S. Stone, Secretary, 818 Common St., New Orleans, La.

Grand Rapids Automobile Club, L. W. Welch, Secretary, 621 Michigan Trust Building, Grand Rapids, Mich.

## Water Routes to and about New England.

It has been thought best to include in this work a list of the principal steamboat lines which it may be convenient or necessary for the tourist to use in making up certain schedules; together with a digest of the rules and regulations, and, in so far as possible, also the rates charged for freighting motor cars thereon. The added variety of travel, especially in New England, made possible by the facilities for water transportation of both passengers and automobiles, is often well worth while. These facilities are greater than the tourist who has not investigated the matter is apt to think, while the expense of shipping this way will average considerably less than the corresponding transportation by rail, with the further advantage that ordinarily less boxing and miscellaneous packing is required.

As a matter of fact the tourist may now take his car practically everywhere his handbag may go so far as steamboats are concerned. The considerable correspondence had with the water transportation lines in the preparation of this work brought to light only one company without facilities to handle automobiles as freight. A touring car may be run aboard almost any kind of steam water craft, though adherence to certain general and local regulations is usually required. Since the revenue has grown to be considerable, most officials and agents of steamboat lines accept automobiles as a matter of course.

Charges, when not regularly established, however, are usually large for the service rendered, as compared with fixed charges. When plans are known ahead it is often good policy to correspond in advance with the proper officials; this not only secures, many times, the quotation of a fairer rate, but it forestalls any possible refusal to accept the applicant's car for shipment. A letter from a higher official is the best introduction a tourist can hand to a local agent; it aids to prompt attention, and eliminates "red tape" and personal prejudice as nothing else could do.

### Prerequisites to Shipment by Water.

Naturally, the marine transportation interests accept motor cars as freight in a cautious manner — due not so much, probably, to any special feeling of danger connected with their carrying as to safeguard their own side in any controversy which might arise. However, these regulations are not always as onerous as they read; and they are certainly not meant to discourage a class of business that has already come to yield a considerable

revenue. It depends very largely upon the local agent at point of embarkation. The "Official Classification" (concurred in by all the carriers) is of course an example of detailed strictness, the essential paragraphs reading as follows:

Self-propelling vehicles will not be accepted for transportation unless the following rules are observed:

- (a) Vehicles operated by electricity—The terminal wires, *i. e.*, wires connecting battery with motor, must be disconnected.
- (b) Vehicles operated by gasolene or naphtha — The tanks must be empty, the tank cover or plug removed and packed separately, and the sparking or mixing wire detached. To insure the proper emptying of the tank, the oil feed pipe must be disconnected at the Carbureter and the drainings permitted to escape.

When shipments of self-propelling vehicles require flat or gondola car for transportation, the loose and detachable articles forming parts of such vehicles must be placed in ironbound boxes and securely attached to vehicle or floor of car.

Supplementary to the "Official Classification," each transportation interest makes its own special regulations, of which the following (General Freight Agents' Circular No. 13,939) is in force with the New York, New Haven and Hartford Railroad Company—the predominant rail and steamboat carrier in New England:

Motor vehicles with tanks filled or partly filled with gasolene must not be accepted for transportation on board the New York, New Haven & Hartford Railroad floats at Harlem River and Newburgh, N. Y., or on the steamboats of the Fall River, New Bedford, Providence, Stonington, Norwich, and New Haven Lines.

This company will accept these vehicles for transportation provided the tanks are entirely empty.

The above is closely in line with the U. S. government regulations for the carrying of automobiles on ferryboats. Other lines enforce the same general rule, while in one instance it is stated that the tourist must comply with the "usual restrictions imposed by the insurance companies," which amounts to the same thing.

### To and from Principal New England Cities.

From Pier 19, North River, New York—J. W. Miller, General Manager Marine District, New York, New Haven and Hartford Railroad Co.—rates will be furnished on application either in person or by letter, to any point reached by the steamboats of the company, including New Bedford, Cottage City, Nantucket, etc. Rail shipments are handled by the general freight service of the same company, with the following specific information about loading and unloading, both rail and boat, at



New Haven, Hartford, Springfield, Boston, and Providence. Reference to these paragraphs will frequently save trouble and delay in shipping or receiving one's car:

New Haven, Conn.: In an all rail movement (to or from New York), the freight would be delivered from and accepted at the so-called Water Street freight house, located on Water Street, New Haven. If a boat shipment (to and from Pier 20, E. R.), the freight would be delivered from and accepted at the Belle Dock station, located at Bridge Street.

Hartford, Conn.: The freight station is located on Kilbourn Street, and automobiles to and from New York would be handled there. If from Hartford to New York (via New Haven boat) delivery would be made in New York from Pier 20, E. R., located at the foot of Pecks' Slip. If from Hartford to New York (all rail), delivery would be made from Pier 50, E. R., located at the foot of Montgomery Street. If from New York to Hartford initial delivery should be made at either Pier 50, E. R., or Pier 20, E. R.

Springfield, Mass.—The railroad freight station at this point is located on Water Street at the foot of Worthington Street, and automobiles to and from New York would be handled there. The routes would be precisely the same as in the case of Hartford.

Boston, Mass.—Automobiles to and from New York are handled at Pier No. 1 (Sleeper Street), provided they can be loaded through the side doors of an ordinary box car. The same to New York, via Fall River Line, loaded at No. 8 house, Congress Street, and for movement in the reverse direction would be delivered from No. 4 house, "B" Street. As a rule vehicles too large to be handled through the side doors of an ordinary car, or if in carloads, are forwarded from and delivered at platform, First Street, or No. 6 house, Congress Street. Delivery may be made from platform No. 1 house, but whether delivered from platform, yard, or houses, the freight bills will show such location as well enable the consignee to find his car.

Providence, R. I.—The inward freight houses for either all rail or boat lines are known as Houses No. 1 and No. 2, located on Canal Street. Freight from New York (all rail) should have initial delivery at Pier 50, E. R. (foot of Montgomery Street); and if boat service is desired delivery should be made to either the Providence Line at Pier 18, N. R. (foot of Murray Street), or the Norwich Line, Pier 40, N. R. (foot of Clarkson Street).

All boats in the Marine District of the New York, New Haven and Hartford Railroad run either daily or daily except Sunday.

## **"Joy Line" — New York-Providence-Boston.**

The Joy Steamship Co., whose general offices are at Pier 35, East River, foot of Catharine Street, New York (Telephone 800 Orchard), land at Atlas wharf (foot of Congress Street), Boston, and at Point Street wharf, Providence. The Boston line leaves New York Tuesdays, Thursdays, and Saturdays at 6 P. M.; and Boston Mondays, Wednesdays, and Saturdays at 5 P. M. The Providence Line leaves New York at 5 P. M. and Providence at 5.30 P. M. daily.

The latter will handle automobiles every day except Sunday, either from the Providence or New York end, rates being based on official classification — 25c. per 100 pounds. The Boston line will handle motor cars only on the sailings from New York Saturday of each week, and from Boston on the sailings Wednesday of each week at the rate of 25c. per 100 pounds, official classification.

## **"Hartford Line."**

Steamers of the New York and Hartford Transportation Co., from Pier 19, East River, New York (Peck Slip), make lower Connecticut River landings — Saybrook, Lyme, Middle Haddam, Middletown, Glastonbury, etc. — and Hartford, head of commercial navigation on the river. Convenient for direct shipment of cars between New York and these points. Freight rates are as follows: Single seated runabouts without tonneau, \$6.00; touring cars with tonneau, and any automobile having seats for four persons, \$10.00.

In order that suitable space may be reserved, it is advisable for motorists to give the Hartford Line six hours' notice that such shipments will be made; but in the absence of such notice shipments will not be refused, except for lack of space on steamers. From steamboat landing, foot of State Street, Hartford, go four blocks straight ahead to corner of Main and State Streets, from which point all routes through Hartford are easily reached.

## **Miscellaneous.**

Boats of the Maine Steamship Co. run between New Pier 32, E. R., New York City, and Franklin Wharf, Portland, Me. The actual time consumed in this trip during the summer months is less than 22 hours, and the run is made without stop. Freight rates via this line, New York pier to Portland pier, are \$12 to \$20, according to size and weight of the machine.

The Eastern Steamship Co. operate a line of boats between Foster's Wharf, Boston, Mass., and Franklin Wharf, Portland, Me., also between Boston and various Maine ports — Bangor,

Hampden, Winterport, Bucksport, Searsport, Belfast, Camden, Rockland, Bar Harbor, Seal Harbor, Northeast Harbor, Southwest Harbor, Stonington, Blue Hill, Brooklyn, Dark Harbor, and Sedgwick, as well as to and from St. John, N. B. Tariffs for transportation of motor cars on these lines are as follows:

To points on the Bangor Division 30 and 40c. per hundred.

To points on the International Division 40c. per hundred.

To points on the Portland Division 20c. per hundred.

These rates apply in connection with "estimated weights" according to the rules and regulations specified in the Official Classification, page 136. For instance, a machine classified at 5,000 pounds weight, at 20, 30 and 40c. per 100 pounds, would be \$10.00 to Portland, \$20.00 to St. John or Bar Harbor, and \$15.00 to Bangor. "Estimated weights" always exceed actual weights, being often double or even more.

The night boats between New York City and Albany and Troy, N. Y., carry automobiles as freight. Rates, runabouts and light cars \$6.00 up; touring cars \$10.00 up, according to size and weight. Troy boats (Citizens Line) run between Pier 46, foot of West Tenth St., New York, and Broadway dock, Troy, *daily except Saturday*. Albany boats between Pier 32, N. R., foot of Canal St., New York, and dock below foot of State St., Albany, *daily except Sunday* from opening of navigation to mid-summer, then *daily* until early fall, then *daily except Sunday* until close of navigation.

No freight of any description is carried on the Hudson River Day Line between New York and Albany; and motorists using this line should arrange to ship their cars another way.

The limitations of our space forbid the separate mention of several other equally desirable but less frequently used water routes. At Lake Vincent, Clayton, and Alexandria Bay, N. Y., connections are made during the summer with boats bound to nearly all important points along the St. Lawrence River and on Lake Ontario. In summer steamers ply to and from the principal ports on Lake Champlain and Lake George — both of which are frequently used in planning trips into northeastern New York state and adjacent sections of Ontario and Quebec Provinces, Canada, especially since the roads across this considerable territory leave much to be desired. A line is also in operation between Montreal and Quebec, and shipping direct over this 200-miles course is usually preferred to making the journey by road between the same points.

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These land-and-water routes by no means exhaust their possibilities. By taking into consideration the service they render,



a great many new trips can be built to order, as it were. The ready motorist will have plenty of use for his consecutive faculties once he is placed anywhere in New England, eastern or northern New York state, in Ontario or Quebec, Canada, and starts to figure himself to some other place, which very thing can be made an absorbing bit of pleasure. Then, too, shipments by boat with few or no intermediate stops are apt to be quicker in transit than by regular freight because of the known time of start and the desire of the leading steamship companies to handle their business in price-and-time competition with the railways.

It may sometimes happen that the tourist may wish to use his automobile in and about Boston, or on the North Shore of Massachusetts, without making the entire distance by road from some other city, or of preparing it for shipment by rail. In such event the steamship lines may prove a special boon. The same is likely to be the case with people having summer homes at Newport or New Bedford, on Martha's Vineyard Island, Nantucket, Cape Cod, etc. If by any means the tourist's time is shortened when once in this territory, it is often very convenient to take boat back from any one of a dozen Sound ports. Disabled machines are frequently handled with less trouble and expense this way.



## Terms Used in Touring Information

In the grading of routes, "level," may generally be understood to indicate unnoticeable grades; "rolling," slight grades; "hilly," at least medium grades in considerable number; "very hilly," heavy grades and hard work for both operator and machine; "mountainous," grades difficult of ascent and to be descended with caution.

Road conditions, where indicated, may be understood as follows: "Fine," smooth and best riding; "good," easy going, O. K. for average speed; "fair," medium riding, with no trouble anticipated under ordinary conditions; "poor," hard going and slow, with possibilities of trouble; "bad," not recommended, and not to be taken except in emergency or to carry out otherwise impossible schedules.

As these terms have come into fairly general use, motorists find them convenient at times in reporting new tours.

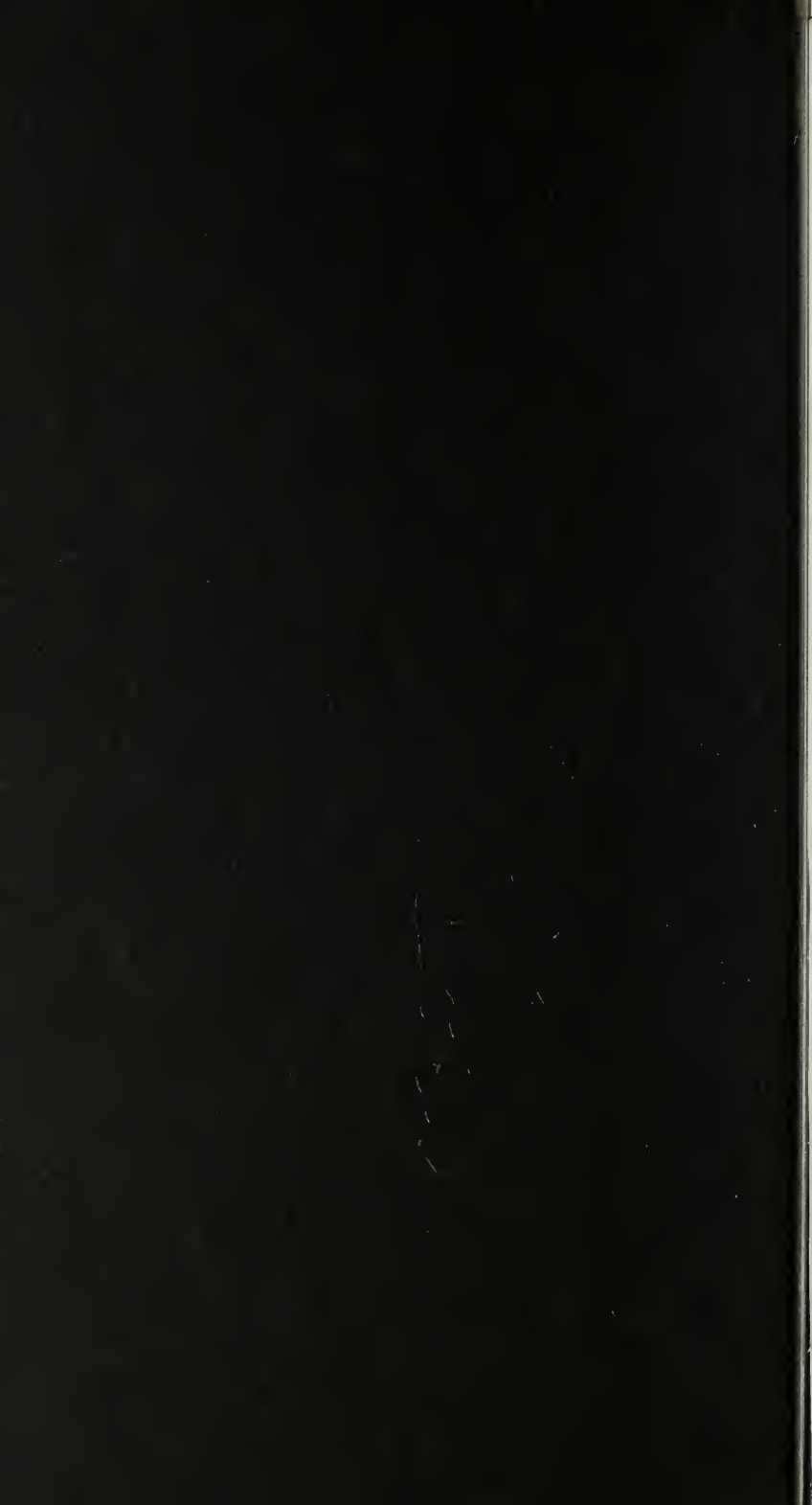
# Speed Table for Motorists

Miles per hour.	Time per mile.	Distance per second.	Miles per hour.	Time per mile.	Distance per second.
8 equals	7 m. 30 s.	11 $\frac{3}{4}$ ft.	58 equals	1 m. 2 $\frac{1}{2}$ s.	84 $\frac{3}{4}$ ft.
15 "	4 m.	22 ft.	59 "	1 m. 1 $\frac{1}{2}$ s.	86 $\frac{1}{4}$ ft.
16 "	3 m. 45 s.	22 $\frac{1}{2}$ ft.	60 "	1 m.	88 ft.
17 "	3 m. 31 $\frac{1}{4}$ s.	25 ft.	61 "	59 s.	89 $\frac{1}{2}$ ft.
18 "	3 m. 20 s.	26 $\frac{1}{2}$ ft.	62 "	58 $\frac{1}{2}$ s.	90 $\frac{3}{4}$ ft.
19 "	3 m. 9 $\frac{3}{4}$ s.	28 ft.	63 "	57 $\frac{1}{2}$ s.	92 $\frac{1}{4}$ ft.
20 "	3 m.	29 $\frac{1}{2}$ ft.	64 "	56 $\frac{1}{2}$ s.	94 ft.
21 "	2 m. 51 $\frac{1}{2}$ s.	31 ft.	65 "	55 $\frac{1}{2}$ s.	95 $\frac{1}{4}$ ft.
22 "	2 m. 43 $\frac{3}{4}$ s.	32 $\frac{1}{4}$ ft.	66 "	54 $\frac{3}{4}$ s.	96 $\frac{3}{4}$ ft.
23 "	2 m. 36 $\frac{3}{4}$ s.	33 $\frac{3}{4}$ ft.	67 "	53 $\frac{1}{2}$ s.	99 $\frac{1}{4}$ ft.
24 "	2 m. 30 s.	35 $\frac{1}{4}$ ft.	68 "	53 s.	99 $\frac{1}{2}$ ft.
25 "	2 m. 24 s.	36 $\frac{3}{4}$ ft.	69 "	52 $\frac{1}{2}$ s.	101 $\frac{1}{4}$ ft.
26 "	2 m. 18 $\frac{3}{4}$ s.	38 $\frac{1}{4}$ ft.	70 "	51 $\frac{1}{2}$ s.	103 ft.
27 "	2 m. 13 $\frac{1}{2}$ s.	39 $\frac{3}{4}$ ft.	71 "	50 $\frac{3}{4}$ s.	104 $\frac{1}{2}$ ft.
28 "	2 m. 8 $\frac{3}{4}$ s.	41 ft.	72 "	50 s.	105 $\frac{3}{4}$ ft.
29 "	2 m. 4 $\frac{1}{2}$ s.	42 $\frac{1}{2}$ ft.	73 "	49 $\frac{1}{2}$ s.	106 $\frac{1}{4}$ ft.
30 "	2 m.	44 ft.	74 "	48 $\frac{3}{4}$ s.	108 $\frac{3}{4}$ ft.
31 "	1 m. 56 $\frac{1}{2}$ s.	45 $\frac{1}{2}$ ft.	75 "	48 s.	110 ft.
32 "	1 m. 52 $\frac{3}{4}$ s.	46 $\frac{3}{4}$ ft.	76 "	47 $\frac{1}{2}$ s.	111 $\frac{1}{2}$ ft.
33 "	1 m. 49 $\frac{1}{2}$ s.	48 $\frac{1}{2}$ ft.	77 "	46 $\frac{1}{2}$ s.	112 $\frac{3}{4}$ ft.
34 "	1 m. 45 $\frac{1}{2}$ s.	50 ft.	78 "	46 $\frac{1}{4}$ s.	114 $\frac{1}{4}$ ft.
35 "	1 m. 42 $\frac{1}{2}$ s.	51 $\frac{1}{4}$ ft.	79 "	45 $\frac{3}{4}$ s.	115 $\frac{3}{4}$ ft.
36 "	1 m. 40 s.	52 $\frac{3}{4}$ ft.	80 "	45 s.	117 $\frac{1}{4}$ ft.
37 "	1 m. 37 $\frac{1}{2}$ s.	54 ft.	81 "	44 $\frac{1}{2}$ s.	119 ft.
38 "	1 m. 34 $\frac{1}{2}$ s.	55 $\frac{3}{4}$ ft.	82 "	43 $\frac{1}{2}$ s.	120 $\frac{1}{2}$ ft.
39 "	1 m. 32 $\frac{1}{2}$ s.	57 $\frac{1}{4}$ ft.	83 "	43 $\frac{1}{4}$ s.	121 $\frac{3}{4}$ ft.
40 "	1 m. 30 s.	58 $\frac{1}{2}$ ft.	84 "	43 s.	122 $\frac{3}{4}$ ft.
41 "	1 m. 27 $\frac{1}{2}$ s.	60 $\frac{1}{4}$ ft.	85 "	42 $\frac{1}{2}$ s.	124 $\frac{1}{2}$ ft.
42 "	1 m. 25 $\frac{1}{2}$ s.	61 $\frac{1}{2}$ ft.	86 "	42 s.	125 $\frac{3}{4}$ ft.
43 "	1 m. 23 $\frac{3}{4}$ s.	63 $\frac{1}{4}$ ft.	87 "	41 $\frac{1}{2}$ s.	127 $\frac{1}{2}$ ft.
44 "	1 m. 21 $\frac{1}{2}$ s.	64 $\frac{1}{2}$ ft.	88 "	41 s.	128 $\frac{3}{4}$ ft.
45 "	1 m. 20 s.	66 ft.	89 "	40 $\frac{3}{4}$ s.	130 $\frac{1}{4}$ ft.
46 "	1 m. 18 $\frac{1}{2}$ s.	67 $\frac{1}{2}$ ft.	90 "	40 s.	132 ft.
47 "	1 m. 16 $\frac{3}{4}$ s.	69 ft.	91 "	39 $\frac{3}{4}$ s.	133 $\frac{1}{2}$ ft.
48 "	1 m. 15 s.	70 $\frac{1}{2}$ ft.	92 "	39 $\frac{1}{2}$ s.	134 $\frac{3}{4}$ ft.
49 "	1 m. 13 $\frac{3}{4}$ s.	71 $\frac{3}{4}$ ft.	93 "	38 $\frac{1}{2}$ s.	136 ft.
50 "	1 m. 12 s.	73 $\frac{1}{4}$ ft.	94 "	38 $\frac{1}{4}$ s.	137 $\frac{1}{2}$ ft.
51 "	1 m. 10 $\frac{3}{4}$ s.	74 $\frac{3}{4}$ ft.	95 "	38 s.	139 ft.
52 "	1 m. 9 $\frac{1}{2}$ s.	76 $\frac{1}{4}$ ft.	96 "	37 $\frac{3}{4}$ s.	140 $\frac{1}{2}$ ft.
53 "	1 m. 7 $\frac{1}{2}$ s.	78 ft.	97 "	37 $\frac{1}{2}$ s.	142 ft.
54 "	1 m. 6 $\frac{1}{2}$ s.	79 $\frac{3}{4}$ ft.	98 "	36 $\frac{1}{2}$ s.	143 $\frac{1}{2}$ ft.
55 "	1 m. 5 $\frac{1}{2}$ s.	81 ft.	99 "	36 $\frac{1}{4}$ s.	145 ft.
56 "	1 m. 4 $\frac{1}{2}$ s.	82 $\frac{1}{4}$ ft.	100 "	36 s.	146 $\frac{1}{2}$ ft.
57 "	1 m. 3 $\frac{1}{2}$ s.	83 $\frac{1}{2}$ ft.			

NOTE. The fraction of a second is reckoned at the  $\frac{1}{2}$  above the actual fraction; the fraction of the foot is reckoned at the nearest  $\frac{1}{4}$ .













# New England Routes

## Main Through Highways and Principal Connections in Connecticut, Massachusetts, and Rhode Island

New England is now and must continue for many years to be the most popular automobile touring ground in the United States. A section embracing an infinite variety of seacoast and hill country, with thousands of miles of good roads (state systems gradually extending), and on the whole superior hotel and garage accommodations, touring by motor car has already come into wide favor among residents and visitors. New England enjoys the additional advantage of being easily accessible from the large seaboard cities by various water routes. It is connected by through highways with New York state and the West via the Hudson, Mohawk, and Champlain valleys, and with Canada by less well-known roads to and from the provinces of Ontario, Quebec, and New Brunswick. In summer (especially) the tourist travel, drawn from far and near, is of large and increasing volume.

Possible automobile tours in New England are of infinite number, the complete detail of which — accessible as yet only in part — would fill volumes. Nearly every place of importance is a “hub” of through or local routes — frequently both — these and their connecting lines threading every part of the six states. It would be quite impossible to deal with such tours *en masse*; hence the main through routes are given in this work, with brief summaries of the principal connecting lines. This allows a vast reduction in the bulk of items, inevitably confusing in the aggregate. Tourists accustomed to planning their own itineraries from well-known ground work but without too much elementary detail, will find the routes of New England a never-failing subject of interest.

### NEW YORK CITY TO NEW HAVEN, CONN.

This 80-miles run is more used by motorists, probably, than any other trunk line highway of equal length in the United States, and has already become familiar to thousands. It is the first stage of the usual route to Meriden, Hartford, Springfield, Worcester, and Boston (via the “Springfield Line”); or to New London, Providence, and Boston (via the “Shore Line”). Most tours eastward from New York and suburbs, including adjacent lower Hudson River and near-by New Jersey points, use it wholly or in part to destinations in the Connecticut River Valley, or east of New Haven, in Connecticut, Rhode Island (particularly) or

Massachusetts. Practically all of New England may be reached over this important artery of road travel and its connections.

### Manhattan to the Shore Road

Central Park to (upper) Seventh Ave. to One Hundred and Fifty-fifth St., turning into Central Bridge, crossing same *straight ahead* into Jerome Ave., which keep — with double trolley tracks — to One Hundred and Eighty-ninth St. Right turn into One Hundred and Eighty-ninth St. soon making slight left bend (sign "To Zoölogical Park"), down grade to intersection with Fordham Road. This road — ahead and outward — passes under elevated railway and leads (past St. John's College on left) into Pelham Ave., which keep directly across Bronx Park into the Shore Road (locally Pelham Parkway). Bend left and on, crossing Bartow Bridge, passing Hunters Island and Travers Island (N. Y. Athletic Club) into Center Ave., a well-paved and picturesque connection into Main St.,

18 miles.

New Rochelle.

NOTE. No variation to above so good throughout. Options: (1) Fifth Ave to One Hundred and Twelfth St., where turn left to Seventh Ave. and on to Central Bridge; (2) Eighth Ave. to One Hundred and Fifty-first St. and McComb's Lane, a short connection to Central Bridge — in either case as before from Central Bridge; (3) cross Harlem River by Third Ave. Bridge, keeping Third Ave. to Boston Road (right turn at One Hundred and Sixty-fourth St.). The Boston Road after crossing Bronx Park intersects Pelham Ave. on the other route. At this intersection (impossible to mistake) a slight turn — to the right, outward — will place the tourist on the Shore Road, where above directions apply to New Rochelle.

From the intersection of Center Ave. and Main St., New Rochelle, turn squarely right into Main St. — with double trolley tracks — following same through Larchmont to Mamaroneck. Pass to right around fountain, Mamaroneck, go over short stone bridge and up easy grade, now free of car tracks. At fork showing "Old Post Road" and "Boston Post Road," take the latter down grade to Rye. Turn right at flagpole, Rye, going up hill over railroad tracks and on main highway to sharp left turn under railroad viaduct into Main St., Portchester. Direct on through Portchester to bridge over Byram River (interstate boundary), keeping to right at fork beyond, thence direct to Greenwich, Conn. At Soldiers' Monument, Greenwich, keep right down "Put's Hill" (steepest down grade on route). At next fork either take direct road to Mianus or (some longer but more at-



tractive) turn right to Cos Cob, thence to Mianus along Cos Cob harbor. Cross Mianus bridge, up hill over main through route to West Main St., which keep to center of

36 miles.

Stamford.

At center of Stamford West Main St. becomes East Main St., which follow through eastern part of city to the Noroton River. Cross river and on through Darien, thence on to fine view from hilltop just before Norwalk. Descend this hill (with care) into Connecticut Ave. direct into West Ave. straight through Norwalk to Wall St. Turn right on Wall St. and cross stone arch over Norwalk River. Turn left on East Ave. and almost at once straight ahead into Westport Ave., direct to Westport. Straight on over bridge to Southport, where bend right under railroad, on to Fairfield, thence Fairfield Ave. direct to and across business center of city to railroad depot,

59 miles.

Bridgeport.

Leaving Bridgeport, keep east to foot of Fairfield Ave., pass under railroad viaduct near depot, and cross bridge into Stratford Ave., between railroad tracks and Long Island Sound. About three miles beyond this road bends left to Stratford. *Do not go beyond fountain in open square*, Stratford, but keep to right from fountain direct to Milford, coming into same on either side of small park. Cross Memorial Bridge, Milford, turning first right and on to sign "New Haven 11 miles."

Here (fork in road) keep left over Milford Hill and straight road to Woodmont; bear to right across trolley tracks, thence left turn at watering trough. After crossing bridge keep to right and follow macadam road, still to right, until past Cox's Surf House. Here bend left into Savin Ave. direct to West Haven green. Turn right one block (around green), then first left into Campbell Ave., following trolley tracks over West River bridge, to point where three roads fork ahead. Take extreme left fork — Davenport Ave. — and keep to end. At bottom of short hill nearing center of city, turn right into Oak St., then left at brick pavement (Temple St.) on to Common,

80 miles.

New Haven, Conn.

*The former way between Savin Rock and New Haven — Shore Road — Second Ave., Monahan St., First Ave., Elm St., Kimberly Ave., Howard Ave., Congress St. — cannot be used much, if any, during 1905, account of new drawbridge building over West River. The route already given has been macadamized, and will probably be preferred even after the restoration of this former route.*

Temple St. bisects the Common, with Church and Chapel Sts. — the principal business corner — one block right along Chapel St. The Church and Chapel St. corner is usually avoided on account of trolleys and general traffic centering there, though it is only a block from Temple St. in case the tourist wishes to go to or past that point. The latter, owing to its prominence, is usually taken as the place from which routes in and out of New Haven are reckoned.

## **NEW HAVEN, CONN., TO HARTFORD, CONN., AND SPRINGFIELD, MASS.**

Though about equal in mileage, the alternate routes from New Haven to Boston differ widely in character and direction. The "Springfield Line" at once leaves the shore of the Sound, crossing Connecticut upward into Massachusetts, thence east about 100 miles, through mostly hill country, to the sea coast. The "Shore Line" follows the waterfront of Southern New England, except for the last fifty miles. While the tourist may choose freely between the two, the roads via Springfield are better; hence the usual preference for automobile travel that way. A round trip from New York to New Haven and Boston, going one way and returning the other, makes a circuit of almost exactly 500 miles.

### **North from New Haven**

Leaving New Haven, continue Temple St. across Common into Whitney Ave.; about one mile out turn right into Lawrence St., thence direct on Lawrence to intersection with State St., opposite Cedar Hill R. R. Station. Or, from the corner of Church and Chapel Sts. go one block east (on Chapel St.), making left turn to Orange St. Thence out (all asphalt) to turn right on Lawrence St., keeping same short distance across to intersection with State St. as before.

At Cedar Hill station turn left up State St., alongside railroad tracks direct to North Haven, entering by right turn across small stream. A short distance beyond railroad station, North Haven, turn left (sign "Meriden 12 miles"), thence direct, mostly over new state roads, straight through Wallingford and to overhead railroad crossing beyond. Bend left under this viaduct (sharp, dangerous curve — go slow) and short right turn, on to where road forks for two different entrances into Meriden. The left one is down hill, thence with car tracks to the center of the city. The one straight ahead — some shorter and usually pre-

ferred — is direct into Cook Ave., with a right turn into Hanover St., to West Main St., immediately below the railroad station,

20 miles.

Meriden.

### Meriden to Hartford

From Main St., Meriden, turn left on Colony St., alongside railroad for short distance, then across tracks to fork about three miles beyond. Turn left at this fork to (locally) Risley's Corners, thence right, up hill and direct to residence part of Berlin. From this point to Hartford are two optional routes: (1) Straight through Berlin, dirt road absolutely direct all the way to Cedar Hill Cemetery at edge of City of Hartford.

Maple Ave. — continuation of this road from Berlin — is direct into Main St. to City Hall and center of city. Or, take Fairfield Ave. (left) into New Britain Ave., to its end at intersection with Washington St., direct to State Capitol grounds. Cross these grounds (Bushnell Park) by Trinity St. (passing State Capitol on left), to Pearl St., where make right turn to Main St.

Locally unacquainted tourists will find the above short and direct entrance into Hartford all right in good weather, though a longer way via New Britain has better roads. Directions via New Britain: (2) Through residence portion of Berlin, making left turn down hill on road passing under railway tracks near Berlin Station. With trolleys to New Britain, good macadam all the way. Ignoring turn of trolley entering New Britain, keep South Main St. direct into Main St.; pass small park and cross over railroad. At second street beyond railroad crossing, turn right into East Main St., thence left into Hartford Ave. to sign "Hartford 8 miles." About two miles beyond (a small red schoolhouse), turn left, straight road to West Hartford Center. Thence with trolleys into Farmington Ave., which follow to its intersection with Asylum St. Keep Asylum St., under railroad viaduct, on to Main St., and the center of

41 miles from New Haven.

Hartford.

*SPECIAL NOTE. The main office and factory of the Hartford Rubber Works Co., 691 Park St., are easily accessible from all routes through Hartford. Inbound by New Britain Ave. and Washington St., turn left from Washington St. into Park St. (just before reaching the Capitol grounds), keeping Park St. to the works — on the left-hand side immediately beyond Pope Park. Or continue on Washington St. to the edge of the Capitol grounds, making left turn into Capitol Ave., direct to Laurel St., following Laurel St. to intersection with Park St. (Electric Vehicle Co.*



*factory on right-hand corner), thence along Park St. Inbound via Farmington Ave., from West Hartford, New Britain, etc., turn right into Laurel St., thence to Park St., and as before. Passing through Hartford from points north and east, the same thoroughfares are used with simple differences in directions, plainly shown in the diagram opposite page II. Asylum St., Farmington Ave., Laurel St., and Park St. form an optional route from the center of the city. Still another option is DOWN Main St. to the intersection with Park St., and right turn on Park St. direct to the works.*

### **Hartford to Springfield.**

Keep Main St., Hartford, north to right bend into Windsor Ave., to Windsor. Turn right across corner of small park (sign "Windsor Locks 5 miles"), with right bend at next fork direct to Windsor Locks. Entering this place one will see a short bridge to the right over canal and just beyond longer bridge over the Connecticut River. Cross the latter (toll) up short distance to left turn with car tracks (passing Warehouse Point railroad station), due north. Straight ahead with main car tracks, skirting outer edge of Thompsonville, crossing interstate line to Longmeadow (Mass.). From hill just beyond Longmeadow, the city of Springfield and environs are spread out to the view; at foot of this hill take right fork (with trolley) into Sumner Ave., and after one block turn right into Fort Pleasant Ave., which keep to left turn into Main St., direct to center of

**68 miles from New Haven.**

**Springfield.**

**148-150 miles from New York.**

Optional route Hartford to Warehouse Point: Turn right from Main St. to Morgan St. (fourth street from City Hall). Cross bridge and go over long causeway to East Hartford; here turn left and follow trolley tracks through East Windsor Hill to Warehouse Point, joining above route to Longmeadow and Springfield.

### **All the Way on West Side.**

Another route preferred by many tourists between Hartford and Springfield continues all the way up on West side of river. Same as before from Hartford to Windsor and Windsor Locks; here, instead of crossing to Warehouse Point, keep river road all way up to South End Bridge. Thence South St., short distance with river and railroad, and on into Main St. and center of city, as before. No material difference in distance between the two routes; it is purely a matter of choice. Trips between Hartford and Springfield made all the way on either side of the river avoid toll over the bridge at Windsor Locks.

## SPRINGFIELD AND HARTFORD TO NEW HAVEN AND NEW YORK CITY.

### Reverse of two Preceding Routes — Condensed.

Leaving Springfield, keep out Main St. to South St. and South End Bridge; cross to West side of river and turn left through Agawam. Thence along river road to Windsor Locks and Windsor, from which point trolleys are direct, via Windsor Ave., into Main St., Hartford. East side route directions: Keep Main St., Springfield, to Fort Pleasant Ave., to Sumner St. and Longmeadow road — with trolleys — skirting outer edge of Thompsonville, to Warehouse Point. Turn right and cross toll bridge over river to Windsor Locks; thence as before to center of city,

26-27 miles from Springfield.

Hartford.

From Warehouse Point there is still another way to Hartford via East Windsor Hill and East Hartford. Using this route — the roads are equally good — follow trolley tracks from Warehouse Point to East Hartford, via East Windsor Hill. Turn right at East Hartford, go over long causeway and cross bridge into Morgan St. and Main St., Hartford.

### Hartford to New Haven.

From Main and Asylum Sts., take Asylum St. direct into Farmington Ave. to West Hartford Center, where turn left. At small red schoolhouse about three miles beyond, turn right to (locally) Corbin's Corners; then left, road direct though not straight into Main St., New Britain. Keep Main St. to South Main St. and fine macadam road, passing under railroad tracks just below Berlin railroad station; keep trolleys uphill, making right turn at top of hill to residence district of Berlin. This route, though somewhat less direct, is most used by automobile travel between Hartford, New Britain, and Berlin.

Optional Exits from Hartford: Keep Main St. short distance to small park (street widens approaching same). Bend right around park into Maple Ave., one straight thoroughfare to Cedar Hill Cemetery. Or take Trinity St. from Asylum St., Hartford, across State Capitol grounds, into Washington St. and New Britain Ave. to Fairfield Ave. and Cedar Hill Cemetery. From this point a dirt road, all right in good weather, is straight to Berlin, there joining route first given via New Britain.

Through Berlin on to left turn across railroad tracks into Colony St., which keep to Main St., center of Meriden. Right turn on Main St. to Hanover St. and into Cook Ave.; keep out to short left turn under railroad, then immediate right turn to

and directly through Wallingford. Entering North Haven, make square right turn, pass railroad station (on left), cross small bridge and again turn left, good macadam mostly in sight of railroad — State St. — to Cedar Hill railroad station.

Turn right on Lawrence St. (first right turn after Mill River Bridge), keeping Lawrence St. about one mile to intersection with Whitney Ave. Turn left on Whitney Ave., on to right fork — Temple St. — which is straight across Common, center of

**68 miles from Springfield.**

**New Haven.**

Optional Entrance into New Haven from Cedar Hill Railroad Station: Turn right on Lawrence St., as before, but turn left very soon into Orange St. Keep Orange St. direct to Chapel St., making right turn to Church and Chapel Sts., the principal business center of New Haven (usually crowded with trolleys and traffic).

### **New Haven to New York.**

Keep Temple St. across Common [from Church and Chapel St. corner, take Chapel St. one block to Temple St.], on brick pavement — still Temple St. — to right turn on Oak St. Up short hill to beginning of Davenport Ave. and out Davenport Ave., turning with car tracks on Campbell Ave. to West Haven Green. One block right, then left (around Green), into Savin Ave., to Cox's Surf House. Bend slightly right and follow Shore Road to Woodmont. Turn sharp right at watering trough (Woodmont and New Haven signs), about  $1\frac{1}{4}$  miles east of Milford Center.

Cross Memorial Bridge, Milford, pass small park and on to Stratford. *Do not turn right into center of Stratford, but keep left at fountain*, making right turn with trolleys into Stratford Ave., direct into

**21 miles from New Haven.**

**Bridgeport.**

Straight through Bridgeport, Stratford Ave. and Fairfield Ave., meeting just below new railroad station. Out Fairfield Ave. to Fairfield, Southport, and Westport, trolley all the way. Near-ing Norwalk, Westport Ave. is direct to East Ave., where turn right to cross stone bridge over Norwalk River to Wall St., thence left turn into West Ave., Norwalk. Leave Norwalk straight out West Ave. to right bend into Connecticut Ave., up difficult hill (fine view looking back). On through Darien, cross Noroton River, into East Main St. to Main St.,

**44 miles from New Haven.**

**Stamford.**



Out Main St. to West Main St. to Mianus; thence direct to Greenwich, or turn down to Shore Road and continue by Cos Cob, coming later into main road to Greenwich. Ascend "Put's Hill" (steepest up grade on whole route) to Soldiers' Monument, on to bridge across Byram River (interstate boundary) into Portchester, N. Y. Keep Main St., Portchester, to overhead railroad crossing, thence Shore Road, not straight but direct to Rye, Mamaroneck, Larchmont, and

**62 miles from New Haven.**

**New Rochelle.**

Keep on Main St. with trolleys to left turn into Center Ave., a splendid thoroughfare, making a broad easy bend between the business center of the city and the near-by shore. Center Ave. becomes the better known Shore Road as New Rochelle is left behind, continuing past Travers Island and Hunter's Island to Bartow. Shortly after passing Bartow Bridge, take Pelham Parkway—a broad right turn—across Bronx Park. Pelham Parkway now becomes Pelham Ave.; keep same past St. John's College (on right) and under elevated railway, into Fordham Road. Up grade, straight ahead, using a small portion of One Hundred and Eighty-ninth St. as a connection into Jerome Ave. Take Jerome Ave. by left turn direct to Central Bridge (One Hundred and Fifty-fifth St.), principal road approach to Manhattan Island from both North and East. Cross bridge into (upper) Seventh Ave., following same direct to Central Park; thence by either East or West driveways to Fifty-ninth St., near automobile district and center of

**80 miles from New Haven, Conn.**

**New York City.**

**148-150 miles from Springfield, Mass.**

NOTE. The principal optional routes into and out of New York to the North and East are given in full in connection with the outbound tours—page 37.

## **SPRINGFIELD, MASS., TO BOSTON, MASS.**

### **Main Through Highway via Worcester.**

At Springfield the direction of this route turns from North to East, the remaining 100 miles (approximately) being identical with the first part of the tour across Massachusetts from Boston to Albany. The rapid building of state roads within the past few years has vastly improved this course, so that the run can be made easily in a half day. As far as Worcester the route is practically one trunk line highway, with special care required at very few points.

### **Springfield to Worcester.**

Coming into Main St., Springfield, from the South, State St. will be seen to branch off to the right just before the center

of the city is reached. The Masonic Temple, at the corner of Main and State Sts., conveniently marks this important junction of routes through Springfield. Unless going farther down town (depot and hotels one-half mile), turn at once in front of the Masonic Temple into State St.; otherwise return to this point. Out State St., past the U. S. Armory to Winchester (small) park, where bend left, still with State St., to Pine Point (opposite Catholic Cemetery). Here take right fork — Boston Road — straight across hills to North Wilbraham, where road bends left under Boston and Albany railroad tracks. Turn right along other side of railroad, road near Chicopee River to

**15 miles.**

**Palmer.**

NOTE. Care needed both entering and leaving Palmer. Last winding down grade (entering) has narrow bridge at foot, dangerous at speed. Blind end east end of town (leaving) is best overcome by exact following of directions.

Straight through Main St., Palmer, making left turn just before overhead railroad crossing, one block to small white church. Turn right one block, to get around corner, one block left, and then right at schoolhouse into fine new state road. Do not cross railroad tracks until state road, plainly shown, carries you under — back soon thereafter — on to West Brimfield. Pass railroad station and *over* tracks (sign "Warren 6 miles"), to West Warren, making big bend with railroad and Quaboag River to

**28 miles.**

**Warren.**

Bear right across railroad tracks and then turn left, taking left fork beyond Lake Wickaboag uphill to West Brookfield. Here take right fork, and one-eighth mile beyond, another right turn to Brookfield. At center of town turn right one block alongside small park, then left (in front of church), signs showing the way into Spencer road. Through East Brookfield, taking left fork both at Furnace road and at fork beyond, thence with trolley to Spencer. Steep upgrade through Spencer and direct to Leicester over fine high roads, with grand views. Heavy down grade leaving Leicester (caution), thence same through road into Main St., past Clark University, to City Hall,

**52 miles.**

**Worcester.**

**Worcester to Boston via Northboro and Waltham.**

Worcester is on the western edge of the maze of roads covering eastern Massachusetts. Of the main-traveled routes between these two points, one is here given, while another will be found in detail in the Boston-Springfield route, which follows.

Turn right from Main St. to Front St. (Worcester City Hall on right-hand corner) to old Union Station, bending left from station into Shrewsbury St. Keep with trolleys to Lake Quinsigamond (crossing same by built-up road) uphill (Maple Ave.) to Shrewsbury Center and Northboro. Cross New York, New Haven and Hartford railroad tracks and over state road to Marlboro, where pass Soldiers' Monument and City Hall to end of Main St., turning left into Middlesex Sq. Thence right fork to Boston road, past Wayside Inn, direct via South Sudbury to Wayland. Through Wayland (passing church on right), direct but winding road to Weston into Main St.,

83 miles.

Waltham.

Keep Main St., Waltham, to and through center of city of Watertown into North Beacon St., passing U. S. Arsenal on left hand, direct through Brighton and Allston into Commonwealth Ave., a splendid entrance into Boston. Commonwealth Ave. comes to an end at Arlington St. — the Public Gardens immediately ahead. Turn right two blocks to Boylston St. or left two blocks to Beacon St., leading downtown on opposite sides of Boston Common to

96-100 miles from Springfield.

Boston.

This is the shortest and most direct route between Waltham and Boston. Moody St., crossing Main St. in center of Waltham, leads across Charles River to Commonwealth Ave. extension, and via the Newtons, to Boston. This latter route — reversed — will be found in detail in the Boston-Springfield tour.

*SPECIAL NOTE. The Boston branch office of the Hartford Rubber Works Co., 494 Atlantic Ave., though in the down town business district, is easily reached from any of the routes in or out of the city, as shown by the map opposite page II. It is on the water side of the avenue, almost opposite the end of Pearl St. Entering Boston by Commonwealth Ave. (from Newton, Waltham, Wellesley, or beyond), the route to this branch would be Commonwealth Ave. to right turn to Arlington St., left turn to Boylston St., keeping same across Washington St. into Essex St. to left turn up Atlantic Ave. Inbound by Beacon turn right at the Public Gardens into Arlington St., thence as already given.*

## BOSTON, MASS., TO SPRINGFIELD, MASS.

### Reverse of Preceding Route.

There are two main traveled routes over this course, both with numerous variations, the distance being in either case about 45 miles. One — via Newton, Wellesley, Natick, Southboro,



and Northboro — is given as a part of this tour. Another — via Watertown, Waltham, Wayland, Marlboro, and Northboro — will be found in equal detail in the Springfield-Boston route. By giving these two in opposite ways, it is hoped to save confusion of riding detail over a short, intricate run, at the same time providing the itinerary for a round trip, if desired, in either direction.

### **Boston to South Framingham via Newton.**

The superb road system connecting Boston with the “Newtons” and Wellesley is more used, probably, than any other single entry into or exit from the “Hub.” From downtown Boston, take either Beacon St. or Boylston St. (on opposite side of the Common and Public Gardens). If Boylston St., turn right at the end of the Public Gardens into Arlington St., four blocks ahead to Beacon St. Straight out Beacon St., across Massachusetts Ave. (at right angles — Harvard Bridge over to right), making slight left bend in crossing Commonwealth Ave. (itself another direct way from the Public Gardens). After intersection with Commonwealth Ave., Beacon St. crosses overhead bridge over Boston and Albany railroad, and continues direct to

5½ miles.

### **Chestnut Hill Reservoir.**

Left turn into Reservoir grounds and around Reservoir, thence out again on Beacon St. through Newton Center and Waban, to intersection with Washington St., shortly beyond Waban. Left turn into Washington St. (signs) to and through Newton Lower Falls and Wellesley Hills to Wellesley. Leaving Wellesley bear right and follow trolley tracks (East Central St. — West Central St.) to Natick and

21 miles.

### **South Framingham.**

### **South Framingham to Worcester via Southboro.**

At center of town, South Framingham, turn right across railroad tracks and soon take Union St. — first distinct left, just before Massachusetts State Militia Muster Grounds — to Framingham Center. At fountain turn left and keep with trolley, skirting reservoir, and on to next fork, where turn right at sign “Southboro 2 miles.” Cross causeway over reservoir to Southboro, and at station cross railroad tracks, turning left up into the town. About one mile beyond turn right; half mile beyond again turn right over railroad bridge, then immediately left and straight ahead to four corners. Here turn sharp left and, half mile beyond (at greenhouse), left turn to Northboro. At drinking

fountain, Northboro, bend left to Shrewsbury — Maple Ave. — down grade to causeway over Lake Quinsigamond. Thence Shrewsbury St. to near Union Station, and Front St. to corner Main St. (City Hall),

45 miles.

Worcester.

NOTE. A third route from Boston to Worcester — identical with the above from Boston to Natick — is for the balance of the distance practically one highway, mostly along the Boston and Albany railroad, via Ashland and Westboro. This optional route enters Worcester by Grafton St., near the Union Station, coinciding there with the entry already described.

### Worcester to Springfield.

Out Main St., past Clark University to Webster Square, where keep right (avoiding left fork) straight out to New Worcester, Leicester, and Spencer. Down steep grade through Spencer, on to East Brookfield and Brookfield, entering the latter by right turn, in front of white church, alongside village park, and left turn on Main St. through the town. Left at next turn on to West Brookfield, and one mile beyond (where trolley forks to Lake Wickaboag), take left fork to

69 miles.

Warren.

Main road from Warren to West Warren, and with river and railroad to West Brimfield, entering same by right turn across railroad bridge. On with railroad short distance, and at sign "To Palmer" turn right under railroad and along state road. Enter Palmer by left turn one block in front of school-house, right one block around small white church, and another left turn (one block) into Main St.,

82 miles.

Palmer.

Straight through Palmer, across narrow bridge up winding grade direct to North Wilbraham, where road winds under Boston and Albany railroad, and makes right turn up other side. Same road through to Pine Point, opposite St. Michael's Cemetery. From this point State St. leads past Winchester (small) park, and U. S. Armory, into junction with Main St.,

96-100 miles.

Springfield.

NOTE. Tourists making a stop in Springfield should turn *right* from State St. into Main St. (Masonic Temple on corner). Principal hotels and railroad depot about one-half mile *down* Main St. But going through to Hartford, New Haven, New York, etc., without stopping in Springfield, turn *left* from State St. into Main St., *outward*, as per detail in the Springfield-New Haven route, page 43.

## HARTFORD, CONN., TO PITTSFIELD, MASS.,

### Via Winsted and Great Barrington.

This tour, while traversing portions of Connecticut and Massachusetts covered by other touring schedules, is frequently an important run by itself, or possibly a useful link in planning extensive New England trips. It connects Hartford—a hub of routes of the first order and the largest city in the Connecticut River Valley—with Lenox and Pittsfield—central points for all routes through the Berkshire Hills—by a much shorter distance than that via Springfield. The route is across north-western Connecticut to Great Barrington, Mass., where connection is made with the various routes to and from Lenox and Pittsfield, and the lines to and from the Hudson River. By this means touring itineraries may be arranged between Hartford and intermediate points to Troy, Albany, Hudson, Poughkeepsie, etc., and vice versa.

#### Hartford to Winsted.

Leaving Hartford, take Asylum St., under railroad tracks near depot, into Farmington Ave., through West Hartford, direct to Farmington; thence bear right and follow trolleys to Unionville. Take right fork direct to Canton; turn left after crossing tracks, then take right fork. After joining railway, follow same direct through New Hartford, turning left at fork one mile beyond, thence with railroad tracks to

28 miles.

Winsted, Conn.

Keep with trolley through the town, and beyond West Winsted continue uphill; pass twice under railroad and then bear to right. Direct to Norfolk; after reaching small park, turn right, and at foot of hill turn left, continuing down valley through East Canaan to Canaan. Cross all tracks and then turn right, direct with railroad through Ashley Falls (Mass.) to Sheffield. Thence direct, keeping East of railroad, to

58 miles.

Great Barrington, Mass.

Follow trolley tracks, crossing river and bearing left, three miles to cross-roads. Here turn right, ascend Monument Mountain, thence direct into Stockbridge. Turn right in front of stone church, and at end of village bear left uphill, thence North. Four miles beyond, take right fork (left fork better road but hilly) to Lenox. In front of Town Hall, turn right and proceed direct uphill—State Highway—then down grade into

78 miles.

Pittsfield, Mass.



## PITTSFIELD, MASS., TO HARTFORD, CONN.

### Reverse of Above.

It will be noticed that all the important tours in the Berkshire District are given in both directions; likewise this important connecting link back to Hartford, via Great Barrington and Winsted.

Leaving Pittsfield, proceed down South St., following trolley direct up several hills — State Highway — into Lenox. Turn left at Curtis Hotel, taking right fork at stone church, thence direct three miles to fork. Take right fork, and at bottom of last hill bear right into Stockbridge. Opposite stone church turn left, cross railroad, bearing first right, then left. Three miles beyond, take right fork, descending Monument Mountain. Bear left and follow trolley through

20 miles.

Great Barrington.

Continue direct through Sheffield and Ashley Falls (Mass.) to Canaan, Conn. Here turn left, cross railroad tracks twice and continue up valley, bearing right into Norfolk. At small park in center of village turn left; one mile beyond bear right, then descend, passing under railroad tracks twice to

50 miles.

Winsted.

Follow trolley through town and at extreme end bear right, then left, with railroad into New Hartford. Follow along with railroad two miles, then cross same, and later bear left into Canton. Turn right beyond village, cross railroad and proceed direct to Unionville; thence with trolley to Farmington. Bear left and keep direct road into Farmington Ave., to Asylum St., to Main St., center of

78 miles.

Hartford, Conn.

NOTE. To reach Torrington and Litchfield, Conn., from this route, turn left (northward) or right (southbound), and keep down valley to Torrington (10 miles), thence right over hills to Litchfield, 14 miles from Winsted.

## SPRINGFIELD, MASS., TO ALBANY, N. Y.

### Main Through Highway via Pittsfield.

This route is across the western half of Massachusetts with a descent from the Berkshire Hills into New York State to the two cities at the head of navigation on the Hudson River. Albany and Troy, too, are gateways to the West and North, much used by automobile tourists. It crosses the "Heart of Berk-

shire," not straight — which the topography of the country forbids — but along the lines of least resistance. At nearly all seasons a tour over this territory is a delight. The grades, while bothersome at times, are not more difficult to cross by motor car than those in the Hudson River highlands; while the building of new state roads in Massachusetts is gradually transforming the whole Berkshire district into a paradise for tourists. The run from Springfield to Albany or Troy can be made easily in one day.

### Springfield to Pittsfield.

From Main St., Springfield, keep on down town, past principal hotels and under railroad crossing (just below depot), short mile to left turn into Plainfield St. Cross "west end" bridge and keep straight ahead on right side of small park, to sign "To Westfield." Make right turn up short hill to trolley tracks, turning left with them. At next fork keep right (Westfield St.) direct to Westfield. Turn right into Elm St. (main street), to Franklin St., just before railroad station. Out Franklin St. to State Road to Fairfield (Salmon Falls) and Russell. Turn left at Library building, and then right to Huntington; thence direct along railroad and river to

29 miles.

Chester.

Pass under railroad tracks and just beyond over bridge and keep left. One mile beyond, at sign "To North Becket," keep right. One-eighth mile beyond, at sign "To Otis," keep left and follow alongside of brook. One mile beyond climb Morey Hill (1,846 feet elevation), passing Becket Center P. O., descending to West Becket. At sign "Lee 9 miles," turn right and two miles beyond pass Greenwater Pond (northern bank), on to East Lee. At hotel keep left and follow State Road to Lee. Keep right past P. O., turning left at watering trough at end of main street. Cross railroad tracks and Housatonic River, turning immediately right on State Road, passing Laurel Lake to Lenox. Turn right at Curtis Hotel direct to

55 miles.

Pittsfield.

NOTE. Somewhat shorter route between Chester and Pittsfield is along with the Boston and Albany railroad via Dalton and Hinsdale; but the route here given in detail is generally preferred by motorists — easier grades and more new State Road.

### Pittsfield to Albany.

Down South St., to signpost, where turn right, on under railroad, taking first left turn; then right fork, then left fork.

Follow State highway direct to and through Shaker Village, crossing the Taticonic Mountains, and descending into Lebanon Springs, N. Y., by interstate road. At foot of hill beyond end of macadam road turn left and follow the general line of the Lebanon Valley railroad through New Lebanon, Center Lebanon, and West Lebanon to

**18 miles.**

**Brainard.**

One mile beyond railroad crossing, keep left and follow Kinderhook Creek past Riders Mills to Malden Bridge. Here cross Kinderhook Creek, turn left, then right, on to Nassau. Straight through Nassau to intersection with Albany post road near Scho-dack Center. Thence direct North on the main thoroughfare to Rensselaer, which enter by Columbus Ave. to Columbia St., to Broadway and toll bridge over the Hudson River. Cross bridge (15c. toll) to Broadway, to State St. (extending from front of P. O. to State Capitol).

**40 miles from Pittsfield.**

**Albany.**

**95-96 miles from Springfield.**

NOTE. It is an interesting fact that the highway between Pittsfield and Albany is about 12 miles shorter than the line of the Boston and Albany railroad between these same points. The saving in distance here more than compensates for the slightly longer route outlined between Chester and Pittsfield via Lenox, so that while the railroad mileage between Springfield and Albany is 103, the road mileage need be only 95 or 96 miles.

## **PITTSFIELD, MASS., TO TROY, N. Y.**

### **1. — Scenic Route.**

Leaving Pittsfield, proceed up North St., taking left fork at Hospital and following trolley tracks one mile. At signpost take left fork, turning left two miles beyond; after crossing Lake Onota (causeway), turn right, and one and one-half miles beyond turn left. Ascend — by good grade — to summit of Potter Mountain (2,000 feet altitude; fine view), and descend very cautiously over winding road for two miles to Hancock. Take left fork at corner store and continue directly West, taking first fork to right beyond State boundary (ignoring all cross-roads) on to Stephentown, N. Y. Cross tracks, keeping straight ahead up to Stephentown Center. Here turn left, ascend to ridge and descend to Alps, thence on to

**24 miles from Pittsfield.      Glass House (on Glass Lake).**

Pass Glass House Hotel (on left), straight ahead three-quarters mile to Sand Lake P. O. (also on left). Turn sharp left at P. O. and keep straight ahead one mile, taking first turn to



right—now ten miles from Troy. Follow main through road, swinging generally to left, and mostly down hill balance of way in; roads fairly good, but rolling and hilly. On to Alba, and from thence follow trolley three miles into Pawling Ave. to left turn into Congress St., center of city

35 miles from Pittsfield.

Troy.

## 2. — Optional Route.

From South St., Pittsfield, to signpost, where turn right, on under railroad, taking first left turn; then right fork, then left fork. Follow State highway direct to and through Shaker Village, crossing the Taticonic Mountains, and descending into Lebanon Springs, N. Y. At foot of hill beyond end of macadam road turn left and follow the general line of the Lebanon Valley railroad through New Lebanon, Center Lebanon, and West Lebanon to

18 miles.

Brainard.

After crossing railroad turn right and keep on through East Nassau—mostly poor road—to Hoag's Corners; thence by State highway to Glass House, on Glass Lake, intersecting at this point the "Scenic Route," above given in detail, to Pawling Ave. and Congress St.,

39 miles.

Troy.

NOTE. If going on to Albany from either of these routes from Pittsfield, etc., follow trolley straight ahead on Congress St. to and over Congress St. bridge, cross river to West Troy and keep down past Watervliet Arsenal.

## ALBANY, N. Y., TO SPRINGFIELD, MASS.

### Via Pittsfield.

This tour reverses the run from Springfield to Albany, and is approximately the first half of the route from the Hudson River to Boston; the latter half (approximately) being the Springfield-Boston section. It goes over the Berkshire Hills in a more direct line even than the railroad, and with the gradual building of State roads in both New York and Massachusetts, it is becoming one of the most interesting trips in New England.

### Albany to Pittsfield.

From foot of State St. (extending from the Capitol and the upper part of the city to the Post Office), Albany, take Broadway South a short distance, over wretched pavements, to the toll bridge over the Hudson River. From bridge exit turn right into

Broadway, Rensselaer, bending left into Columbia St. and out Columbus Ave. into the old post road toward New York. Just beyond Schodack Center (about six miles) bend left (sign) into the Boston post road, straight to and through Nassau.

Here choice is offered direct on to Brainard, or to Brainard by slightly longer route via Malden Bridge; signs showing each way. In either case pass through Brainard, and out near railroad station, thence along with the Lebanon Valley (Rutland) railroad through West Lebanon, Center Lebanon, and New Lebanon to Lebanon Springs. Straight on to this town; or, if making a quick through trip, bend right at prominent fork (where left bend goes into Lebanon Springs), and keep on the interstate highway, via Shaker Village, to

39 miles.

Pittsfield.

NOTE. Shorter road from Lebanon Springs village to Pittsfield, over Lebanon Mountain, is narrow and dangerous for motor cars. Though traveled by some teams, there are few places where an automobile could turn out in safety.

A tourist bound from Albany to Lenox, not caring to go through Pittsfield, might take above route from Albany to Schodack Center and Nassau. Thence to Malden Bridge, Chatham, East Chatham, State Line, and West Stockbridge. Distance from Albany to Lenox this way 40 miles; as per complete detail given in the routes from Pittsfield to Albany.

## TROY TO PITTSFIELD.

### Condensed.

There are two routes between Troy and Pittsfield, full detail of both given in the routes from Pittsfield to Albany and Troy. In brief: Congress St. bridge (from Albany and below) along Congress St. with trolley tracks (Congress St.-Pawling Ave.), which follow three miles to Albia, thence out to Glass House, on Glass Lake. Here choice of two routes is offered: (1) via Alps, Stephentown Center, and Stephentown, N. Y., and Hancock, Mass., to and over Potter Mountain, and across Lake Onota to Pittsfield, 35 miles; (2) via Hoag's Corners, Brainard, Lebanon Springs, and Shaker Village, 39 miles. From Pittsfield all east-bound routes apply.

## LENOX, MASS., TO ALBANY, N. Y.

### Via State Line and Old Chatham.

This is an alternate route from Lenox to Albany, without taking in Pittsfield. One making a through trip from Spring-

field, via Chester and Lenox, to Albany, and not caring to go through Pittsfield, could take this route, and shorten the end-to-end distance by about 6 miles; in other words, make the run from Springfield to Albany by traveling not to exceed 90 road miles. This optional run may be of use at times in planning round trips between Hudson River points and the Berkshires.

Leaving Lenox, descend hill to West from Paterson Monument and one and three-quarters miles beyond take right fork up mountain. At summit, take left fork down to West Stockbridge. Cross tracks, taking left fork at top of hill and later take right fork to

9 miles.

State Line.

Again cross railroad tracks and, after next grade crossing, keep straight ahead, then to left through several hamlets. At signpost six and one-half miles from State Line ("Albany 22 miles"), take right fork to East Chatham. Here cross Boston and Albany railroad, and at Chatham the tracks of the Lebanon Springs railroad. Beyond center of village turn right to Malden Bridge, cross Kinderhook Creek, on to Nassau, Schodack Center, Rensselaer, and Albany exactly as before from Malden Bridge.

40 miles (from Lenox).

Albany.

## PITTSFIELD TO SPRINGFIELD.

### Via Chester.

From Pittsfield, follow South St. direct to Lenox, keeping East between Curtis Hotel and Post Office, over State highway to Lee. Here cross railroad tracks, follow trolley to right, and one mile beyond take left fork (State highway), leaving trolley on right to East Lee. Continue direct, passing Greenwater Pond on its northern bank to West Becket. At signpost (before solitary house) take left fork; left fork again one mile beyond. Then ascend, following telegraph poles to watershed (1,846 feet above sea level), descending to

27 miles from Pittsfield.

Chester.

66 miles from Albany.

Keep generally to the right; later pass under tracks to left, and then down valley (road sandy in places) to Huntington. After crossing tracks into town keep ahead and follow State Highway direct through Russell, turning right to Salmon Falls, on to Westfield. Here turn right, then left, following trolley tracks direct through West Springfield to West End bridge, thence to Plainfield St. into Main St., center of

56 miles from Pittsfield.

Springfield.

95 miles from Albany.



## **NORTHAMPTON, MASS., TO PITTSFIELD, MASS.**

### **Via Cummington.**

This is an additional route between the Connecticut River Valley and the Berkshire Hills, starting at Northampton, 17-18 miles above Springfield, and not joining the lower routes until six miles from Pittsfield (at Dalton). It should not ordinarily be attempted before May 10th or after November 10th, but between these dates the trip is a pleasant and entirely practicable one.

Leave Northampton with trolley to and through Florence, taking right fork after grade crossing. Direct through Haydenville, then follow railway to Williamsburg; at end of trolley bear left and ascend direct by state road to Goshen. At end of village turn left and descend winding road to Swift River; then continue on North bank of Westfield River, crossing into

**20 miles from Northampton.**

**Cummington.**

Proceed on South bank of Westfield River, crossing again to North bank, and ascend valley through West Cummington to East Windsor. Here take state road, ascending directly to Windsor (2,020 feet elevation); descending, bear at first to left and at intersecting road (three miles from Windsor) turn right direct to Dalton. Continue direct by state road, and at intersection of trolley lines pass to right of Dewey House. Thence direct over railroad bridge to House of Mercy, turning left into North St., directly into

**42 miles from Northampton.**

**Pittsfield, Mass.**

## **PITTSFIELD, MASS., TO NORTHAMPTON, MASS.**

### **Reverse of Above.**

Leaving Pittsfield proceed up North St.; at House of Mercy turn right, rejoin trolley, following same direct to Dalton. Direct through town, leaving state highway when it turns to right, and gradually ascend. Three miles out of Dalton turn left, and one mile further turn right, ascending valley of creek. Keep generally to right to Windsor (2,020 feet elevation); continue past church, and one mile beyond take left fork, descending over state road to East Windsor. Follow left bank of Westfield River through West Cummington and making one crossing of river to

**22 miles from Pittsfield.**

**Cummington.**

Leaving Cummington, again cross river, following North bank of same through Swift River. Then ascend, following winding road, finally turning right at summit into Goshen. Con-

tinue South ; at end of town turn left into state highway, descending direct into Williamsburg. Beyond end of state road turn right, along with trolley to Haydenville ; pass along under railroad and continue direct. Cross railroad at grade and keep with trolley through Florence to

42 miles.

Northampton.

## TWO CONNECTING ROUTES.

Chester, Mass.-Pittsfield, Mass.: Ascend Walker Brook — state road with sharp turns — to Bonnyrigg 4-Corners. Turn right, pass Becket Center ; bear right and at fork two miles beyond, bear left. At foot of descent to bridge, turn right and follow brook one mile to bridge. *Do not cross to North Becket*, but turn left and gradually ascend to Washington (2,040 feet elevation). Continue direct, descend long hill and follow main through road to

22 miles.

Pittsfield.

Alternate to above: Bonnyrigg 4-Corners to Becket Center as above and North Becket. *Do not cross railroad*, but turn left, after which cross tracks at grade and follow same  $1\frac{1}{2}$  miles. Then make sharp left turn under tracks ; at next turn take right fork past Washington (station). Follow straight road and  $1\frac{1}{2}$  miles beyond take right fork ; approach railroad tracks, and cross same to right by bridge. At next cross-road turn left, on to Hinsdale, Dalton, and

27.5 miles.

Pittsfield.

NOTE. State road has been projected over this connecting route, which has, in fact, lighter grades than the one first given. But at present the road from Bonnyrigg 4-Corners to Hinsdale is in poor condition. From Bonnyrigg 4-Corners connection is made to Lenox (16 miles) and Pittsfield (22.5 miles) via "Jacob's Ladder" and West Becket.

Lee, Mass.-Russell, Mass.: Still another variety of route between Pittsfield and Springfield is had by going via Lee, Otis, and Blanford — the beginning and end of the same route being identical with those already given. Leave Lee by state highway (trolley on right) to East Lee ; continue direct up valley, passing Greenwater Pond on its northern shore, to West Becket. At signpost before solitary post office take *right* fork, and continue direct to Otis ; here turn left and ascend several hills. Turn right at blind end to East Otis ; just beyond hotels turn left. At first fork keep right, and at second fork take left (A. C. A. signposts). Continue North on high ridge (1,714 feet), then de-

scend, bearing to right to North Blanford. Direct, keeping to right at fork one mile beyond, to Blanford; beyond meeting-house take road to left and descend to

29½ miles from Lee.

Russell.

## PITTSFIELD, MASS., TO BENNINGTON, VT.

### Berkshire Hills-Green Mountains Line.

Leaving Pittsfield, go up North St., taking left fork at Hospital; thence with trolleys along East side of Pontoosuc Lake to Lanesboro. Direct for 1½ miles, then turn left, and right turn 200 yards beyond. Four miles further (at small house), turn right and descend to New Ashford. Keep right, down winding road (use care) to South Williamstown, where turn right and keep along Green River to

21 miles.

Williamstown.

Turn left, then right at Greylock Hotel; pass under Boston & Maine railroad tracks, following same down Hoosick River valley to Pownal, Vt. Turn right, ascending from valley to Pownal Center; thence direct to

35 miles from Pittsfield.

Bennington, Vt.

A pleasant variation in this route may be made, beginning five miles out of Pittsfield, by going *around* Mt. Greylock from Lanesboro and joining the route already given at Williamstown. While five miles longer than the other, the roads of this route are better, especially in wet weather.

Leave Pittsfield, as before, to Lanesboro, *but turn right at center of town*; thence with trolley tracks uphill. Make left turn to descend, still with trolley, to Cheshire. Continue North on state highway, soon rejoining car tracks, following same through Cheshire Harbor and Adams. Still with trolleys for 3½ miles; then turn right and cross Boston and Albany railroad. Bear left and one mile beyond take left fork — state highway — into North Adams. Turn left on Main St. — West — cross bridge over Hoosick River and over railroad. One mile beyond take left fork and keep state highway to Williamstown — 26 miles. From Williamstown this route is identical with the above to

41 miles from Pittsfield.

Bennington, Vt.

For continuation of this run northward see the Green Mountain Tours.

**SPECIAL NOTE.** *Routes between Hudson River points and the Berkshire Hills are placed among the routes connecting New York and Hudson River points with New England — which see.*

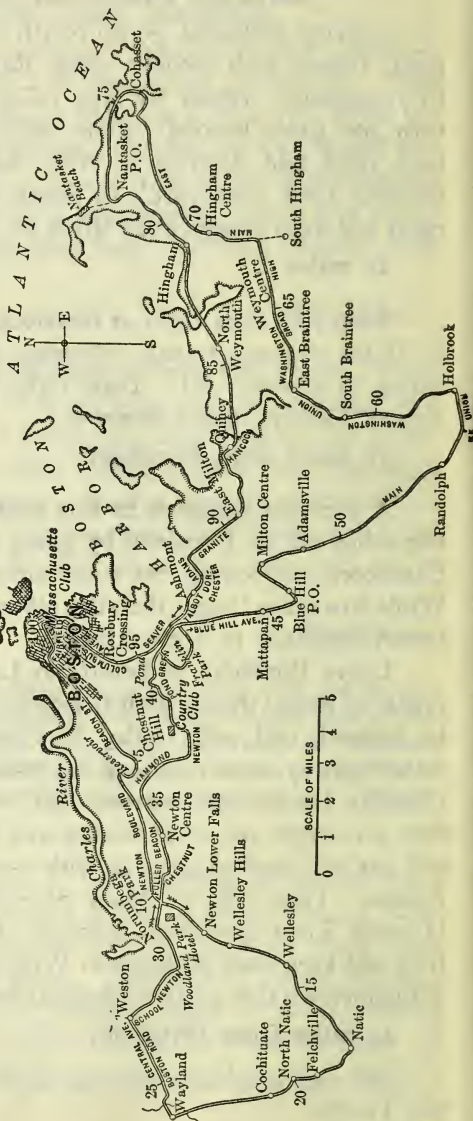


# 100-MILE TRIP IN AND ABOUT BOSTON.

(Intermediate Distances in Figures on Map.)

The drawing on this page shows at a glance probably the crookedest automobile "century run" ever laid out. It leads through a large number of the suburbs for which eastern Massachusetts is far-famed—nearly the entire distance over good streets and roads. Portions of practically all routes South, Southeast, and (directly) West are touched or used in making up this itinerary, though it does not go above the Charles River or out to the "North Shore." Strangers wishing to make this run will find no difficulty in doing so by careful following of the map and the accompanying brief description. Arrows placed at various points on the diagram correspond with the directions given in the text.

Starting at the Massachusetts Automobile Club building, 761 Boylston St., it turns right almost at once on Fairfield St. Then left on Beacon St. Then left on Beacon St., which is followed to Chestnut Hill Reservoir, passing around first reservoir to right and turning left into Commonwealth Ave. (Newton Boulevard). Continue straight on this boulevard to and through Newton Center to Washington St., in Auburndale. Take Washington St. through Newton Lower Falls, Wellesley Hills, and Wellesley, thence bearing right and following the street railway tracks to Natick. At the west end



of the square in Natick turn right, bearing to the left over the Boston and Albany railroad tracks to Felchville, continuing on through North Natick and Cochituate to Wayland.

### **Wayland to Nantasket Beach.**

Turn right at Wayland on the Boston road into Central Ave. to Weston. At Weston post office turn sharp right on School St. to Newton St. and into South Ave. to the Charles River at Norumbega Park; also the beginning of the Newton Boulevard. Continue on this boulevard and, after crossing Washington St. at Auburndale, bear right into Fuller St., right on Chestnut St. and left on Beacon St. through Newton Center to Chestnut Hill. Take right to Hammond St., continuing same to Newton St., passing the Brookline Country Club into Pond St. with Jamaica Pond on the left.

Take Pond St. by right turn, then sharp right and left on Green St. into Glen road through Franklin Park to Blue Hill Ave. Right on Blue Hill Ave., continuing same through Mattapan to circle at end of this avenue. Left on Canton Ave. to Milton Center, right on Randolph Ave. through Adamsville and the Blue Hills Reservation. Bear left on Main St. to Randolph, and left on Union St. to Holbrook. Sharp left on Washington St. to South Braintree; right on Union St. to East Braintree; right on Washington St. in Weymouth; left on Broad St. to Weymouth Center. Continue straight on into High St. to junction of Main St. about half mile north of South Hingham, and left on Main St. to Hingham Center. At square take right on East St. through North Cohasset to Cohasset. After passing square in Cohasset, turn left with sharp turn at premises of Mr. C. W. Barron on road nearest the shore, continuing on this road into Jerusalem road to Nantasket Beach.

### **Nantasket Beach Back to Boston.**

At the foot of the steep hill before arriving at the Beach turn left, following the street railway to Nantasket post office. Turn right, also following the street railway tracks through North Weymouth and Quincy Point to Quincy. At the watering trough in Quincy, turn sharp right on Hancock St., bearing left into Adams St. to East Milton. At the railroad station (but before crossing), turn sharp right on Granite Ave. Continue on Granite Ave., and after crossing the railroad take Adams St. into Codman St., and right on Dorchester Ave. through Ashmont. Bear to the left on Talbot Ave., crossing Washington St., continuing on Talbot Ave. to Blue Hill Ave., which take by right turn. Left on Seaver St. into Columbus Ave., through Roxbury crossing, continuing on Columbus Ave. to Boylston St. to the Massachusetts Automobile Club house; total 100 miles.

## BOSTON PARK SYSTEM RULES.

### Useful Information for Strangers making Motor Car Trips about the "Hub."

The Park system of Boston is under the supervision of a special commission having power to make and enforce certain rules and regulations supplementary to the general (and ever-changing) laws of the state. A majority of these thoroughfares are declared open to automobiles, but some are not; and as it may be of advantage to the visiting motorist to know how these lines are drawn, the following summary has been arranged for convenient reference:

#### Open to Motor Cars.

In the Blue Hills, Harland St., Hillside St., Blue Hill St., and Randolph Ave.; in Stony Brook Reservation, Turtle Pond Road and Bold Knob Road; in Charles River Reservation, Charles River Road in Watertown; in Middlesex Fells, Forest St., Main St., South St., Pond St., Ravine Road, Woodland Road, Elm St., and the border road from Highland Ave. to Summer St., in Malden; at Winthrop Shore, the driveway along the crest; Middlesex Fells Parkway from Broadway Park in Somerville to the Middlesex Fells; Mystic Valley Parkway in West Medford and Winchester; Revere Beach Parkway from Main St., Everett, to Charles Eliot Circle at the southern end of Revere Beach; Fresh Pond Parkway in Cambridge from Mount Auburn St. to Huron Ave.; Blue Hills Parkway from Mattapan Square to Canton Ave. in Milton, and Revere Beach Reservation, except between May 15th and October 1st of each year.

#### Closed to Motor Cars.

All the woods roads and the Administration Road running east and west through the Blue Hills; all the woods roads in the Stony Brook Reservation; all the woods roads in the Middlesex Fells Reservation; the border road in Charles River Reservation from Newton Upper to Newton Lower Falls; all roads in the Speedway section of Charles River from Market St. to North Harvard St. in Brighton; the drive along Revere Beach from Eliot Circle to Revere St., and Ocean Ave. from Revere St. to the Point of Pines.

The above does not change in any way the rules and regulations which have been published and posted as required by law in the different parkway thoroughfares. Speed limit throughout the Metropolitan Park system is uniformly ten miles per hour. Fine for violation of established rules — \$20 each offense.



## TWENTY-FIVE MILES' CIRCUIT TRIP.

**Boston-Lexington; Lexington-Waltham; Waltham-Boston.**

This short circuit trip in the Boston District combines in an unusual degree good roads and pleasant scenery with interesting historical associations. It can be covered easily in a half day by the stranger visiting Boston, with plenty of time to note all points of interest. Briefly, it starts at Copley Square, in the Back Bay district, goes straight to Lexington, swings over to Waltham, and then squares away for Copley Square again by the way of Watertown, Brighton, Allston, and Commonwealth Avenue Extension.

Passing out of Copley Square take Dartmouth St. and turn left up Commonwealth Ave. direct to Massachusetts Ave. Here turn right, crossing the Charles River over Harvard Bridge; on the Cambridge side the roadbed leading to and from the bridge is of the finest and hardest macadam. Keep directly on to Central Square, Cambridgeport,  $2\frac{1}{4}$  miles from Copley Square, following the car tracks. Thence along up Massachusetts Ave., otherwise known as Main St., Cambridge, direct to

**3.25 miles.**

**Harvard Square.**

At Harvard Square turn right up North Ave (old name), Massachusetts Ave. (new name). Leaving the Square, notice on the left an old church with a date tablet on the outside; Washington worshiped there. In the adjacent graveyard, near the fence, is an old milestone, a relic of revolutionary times, and crossing the car tracks which diverge to the left there is a glimpse of the famous Washington elm. From here on the route and the ground are both historic. Over this route Lord Percy's reinforcements went marching to Lexington.

Passing the colleges on the right, the tourist gets a fleeting glance of Holmes field, one of the athletic arenas of the college. One and one-quarter miles from Harvard Square is Porter's Station; keep straight on, and about  $\frac{1}{4}$ -mile beyond the station is a large stone church on the right. Beach St. runs out beside it to Elm St., West Somerville. It was through this street that the British marched the night before the battle of Lexington, and through the same street they retreated the next day. Keep up Massachusetts Ave. over excellent roads. About  $\frac{3}{4}$ -mile beyond Porter's station on the left (at the corner of Spruce St.), is a stone tablet marking the scene of a sharp skirmish between the retreating British and the provincials. From here to Lexington the route is marked every two or three hundred yards by

spots of historic significance, and a sharp lookout for tablets will repay those who are interested.

### **Over Historic Ground.**

After crossing the tracks of the southern division of the Boston and Maine railroad, the road leads into the market gardening region which has made Arlington and the adjacent towns famous. At Arlington Center is the old Cooper tavern, where Paul Revere stopped to quench his thirst; from this corner to Lexington green the route lies over his course, as well as the line of march and retreat.

Again crossing the railroad tracks almost at the station, follow the electric line up through the town, over good roads, taking notice of the Jason Russel tavern at the left, passing the roads leading to the Heights, and coming soon to a fork in the road. Still follow the car track, bearing off to the left, and a short ride brings to Arlington Heights station. The route continues straight on, unmistakable to East Lexington and

**7 miles.**

**Lexington.**

Leaving Lexington, turn left down Waltham St., which soon becomes Lexington St., and leads straight into the center of

**12-13 miles.**

**Waltham.**

Bear left into Main St., which keep, crossing the railroad tracks at Beaver Brook station, and also at Bemis. This road, followed directly for a little over two miles, brings to Watertown; the road is excellent macadam and hard. Follow on through Watertown Square, and then bear off to the right at the fork, into North Beacon St. This road leads past the U. S. Arsenal, leaving it on the left. Then through Brighton, Allston, and Union Square to the Commonwealth Ave. extension to the Public Gardens,

**Round trip — 25 miles.**

**Boston.**

### **BOSTON, MASS., TO WINTHROP BEACH, MASS.**

**A Short Round Trip all way through Boston Suburbs.**

Winthrop Beach, only 5 miles in a direct line from the State House, is reached by a pleasant motor car run of about 17 miles, passing through several of the suburbs North and East of the city. It is the beach nearest Boston, and the direct road along the water front gives a fine view of the ocean. Directions here given will differ slightly from the line given through the same suburbs among the routes to Lynn.

Leaving Boston, take Beacon St., Commonwealth Ave., Boylston St., or Huntington Ave., out to Massachusetts Ave., turning right on same to and across Harvard Bridge into Cambridgeport. Straight ahead for short distance, turning right at Windsor St., direct to Webster Ave. Left on Webster Ave., to right turn into Prospect St., up hill over R. R. tracks. Short distance beyond take right — Washington St. — and second left thereafter — Medford St. — to Central Square.

At Central Square take Cross St. to right over R. R. bridge, crossing Broadway, but keeping Cross St. to its end at Mystic Ave. Turn right on Mystic Ave., then first left — Middlesex Ave. — crossing Wellington Bridge, on through Wellington. Continue on Middlesex Ave. to Edgeworth and direct (same thoroughfare becomes Highland Ave.) to right turn on Pleasant St., which keep across B. & M. R. R. tracks to center of city,

**7 miles.**

**Malden.**

Leave Malden by left bend from City Square into Salem St., passing Public Library, en route to Maplewood (left turn from City Square is direct to Melrose, etc.). One-half mile beyond Maplewood cross Newburyport turnpike at right angles; a short distance beyond bend right, on Beach St., to Linden Station. Cross R. R. into Malden St. — virtually a continuation of Beach St. — keeping same to the "Triangle." This landmark, formed by intersection of Broadway, Malden St., and Revere St., is impossible to mistake. Take right fork *down* Broadway, bearing left almost at once into School St., and School St. to "B" St. Bear left over R. R. at Revere to R. R. station; thence uphill on Winthrop St. At Revere St. turn right, keeping same to right fork — Crest Ave. — along Beach to Winthrop Highlands and Ocean Spray. Continue Crest Ave. to its end at R. R. track; then take any cross street to Shirley St. and along same to left turn to Great Head and Point Shirley, extremity of mainland,

**17 miles.**

**Winthrop.**

Above route would be taken from Boston to Winthrop as part of a pleasure trip, passing through a considerable diversity of suburban country. Return trip can be made back to Boston in a few minutes, if desired, by direct road from either upper or lower part of the Winthrop peninsula. Together the upper and lower roads circle the different settlements known collectively as "Winthrop." These meet just before bridge over inlet which forms west side of peninsula, and continue through Orient Heights. Cross R. R. tracks just below station; just beyond bend left through East Boston to ferry landing at Fleet St. From



ferry exit go straight ahead to Hanover St. and left bend up Hanover St. to Scollay Square, business center of

7-9 miles from Winthrop.

Boston.

According to route used.

Above short line from Winthrop would ordinarily be used by those wishing to come directly into the business center of Boston, as already indicated. However, the Common and Public Gardens are but a short distance beyond Scollay Square, using Tremont St., or, if preferred, the motorist may turn right into Pemberton Square uphill to left on Somerset St. to right turn on Beacon St. (Beacon Hill), with the Back Bay residence district immediately beyond.

## BOSTON — SOUTH SHORE ROUTES.

**Runs to Quincy, Nantasket Beach, Cohasset, and Plymouth.**

The good roads and pleasant mingling of inland and coast scenery make an automobile trip to the Massachusetts South Shore one of the most popular in the entire Boston district. Routes reaching the many points in this relatively small territory spread out like a fan; and while somewhat confusing to the stranger, they yield an infinite variety of short runs, which the resident motorist and the frequent visitor find worth while to explore.

### Two Routes to Quincy.

Leave Boston by Columbus Ave., a very long oblique thoroughfare across the city from Park Square—near Public Gardens and Common—out to and past Roxbury Crossing. Bear left from Columbus Ave. into Seaver St., which keep to intersection with Blue Hill Ave. Right turn (down) Blue Hill Ave., to left turn into Talbot Ave., which keep across Washington St. to Dorchester Ave., Ashmont. Turn right into Dorchester Ave.; where same comes to an end, at Pierce Sq., turn left into Codman St. After passing under R. R., bear left into Adams St., at "Triangle," and make left turn into Granite St., direct to East Milton. Here bear left into Adams St., which keep to Hancock St., to watering trough,

17½ miles.

Quincy.

The other route to Quincy is same as above from Boston to Roxbury Crossing and into Blue Hill Ave. Instead of turning left into Talbot Ave., as in the previous case, keep Blue Hill Ave. through Mattapan and straight on to Blue Hill P. O. Here turn

left into Canton Ave., on through Milton Center and Center St. to East Milton, where bear right as before on Adams St. to Quincy, 18 miles.

There are naturally various other routes between Boston and Quincy, though the two given are preferred for automobile travel on account of the good roads throughout. One is via South Boston into Dorchester Ave. and Dorchester Ave. all the way to Pierce Sq., connecting with the route first given to Quincy. Then there are several local routes in the Dorchester district, with an optional run via Neponset over Neponset River and through Atlantic to Quincy.

### Quincy to Nantasket and Cohasset.

Follow trolleys from Quincy to Quincy Point to North Weymouth. Direct to Hingham, bearing left through town, still with trolleys to Nantasket P. O., 12 miles from Quincy, 29-30 miles from Boston. Turn left for Nantasket Beach points and Hull, which is reached by following northward on the narrow peninsula.

It is a most beautiful ride along the neck from Nantasket to Hull and Pemberton, over roads as smooth as a billiard table, and in full sight of the ocean. Entering Hull, is seen the home of the Yacht Club, with its fleet of boats, while in the distance is Peddock's Island. On the other hand is Boston Light, surrounded by numerous little islands, making a most attractive marine picture.

Cohasset is a short distance below Nantasket. The most direct way to reach same en route from Boston is straight through Hingham to Nantasket Jct. station, 1 mile beyond. Here turn sharp right, across R. R.; then left into East St., which keep to State Road, to

11 miles from Quincy.

Cohasset.

28-29 miles from Boston.

The famous Jerusalem Road connects Cohasset and Nantasket, making a circuit of this part of the shore. Making this connection, after passing square in Cohasset, turn left with sharp turn at premises of Mr. C. W. Barron on road nearest the shore, continuing on this road into Jerusalem road to Nantasket Beach.

NOTE: *For reverse of above route from Cohasset and Nantasket to Quincy and Boston, see "100-mile trip in and about Boston," with map, pages 60 and 61.*

### To Plymouth via Hingham.

Same route as already given for the Boston-Nantasket-Cohasset run as far as Hingham, 3 miles east of Quincy. At

Hingham (Center), take Main St. to right into Union St., through Blue Hill and into Norwell. Passing through Norwell the first road to the right, Union St., passes directly through North Marshfield. If the tourist desires to visit Marshfield proper or Brant Rock, a turn to the left at Plain St. should be made, thence directly through Marshfield to Duxbury Beach.

For Plymouth, *do not* make left turn into Plain St., after passing Marshfield, but keep Union St. into West Duxbury. From this point, High St. and its continuation, Boston Road, is followed into Kingston, and then to North Plymouth and directly into the far-famed town of Plymouth.

19 miles from Hingham.

Plymouth.

40 miles from Boston.

### To Plymouth via Hanover.

An altogether different route between Quincy and Plymouth is via Hanover. From Hancock St., entrance to Quincy from Boston, keep direct into Quincy Ave. direct to Weymouth. Through Weymouth, turning into Washington St., one mile beyond town. Road is now direct to Lovell's Corner, Queen Anne's Corner, Assinippi Village, Hanover Four Corners, and North Pembroke P. O., to West Duxbury, joining route already given to Plymouth. This route is slightly less in distance than the one via Marshfield — 36-38 miles.

## BOSTON, MASS., TO PROVIDENCE, R. I.

This route and the one following — Providence to New London and New Haven — bring the tourist to the familiar Shore Road to and from New York. Many round trips are made between New Haven and Boston, the larger number going via Hartford, Springfield, and Worcester, returning via Providence and New London, with an option of returning by boat from some of the Sound ports. There is a relatively greater amount of all-road travel from Boston to Providence and the Rhode Island coast resorts than from New York — naturally so, considering the shorter distance and better roads. So it has been thought best to give the most complete detail of this run on the way from Boston to Providence.

The distance between these points varies from 45 miles (same as the railroad) to 55 miles, according to the way the start is made. Two routes are here given as far as Dedham — the longer one making a broad sweep over the Newton Boulevard, thence to Needham and Dedham; the shorter one being a more direct route



through that part of the Boston Park System naturally in its way. Both exits are through some of the most interesting country about Boston.

### **Boston to Dedham via Newton and Needham.**

From downtown Boston, take either Beacon St. or Boylston St. (on opposite sides of the Common and Public Gardens). If Boylston St., turn right at the end of the Public Gardens into Arlington St., four blocks ahead to Beacon St. Straight out Beacon St., across Massachusetts Ave. (Harvard Bridge over to right), making slight left bend in crossing Commonwealth Ave. (itself another direct way from the Public Gardens). After intersection with Commonwealth Ave., Beacon St. crosses overhead bridge over B. & A. R. R. and continues direct to

**5½ miles.**

**Chestnut Hill Reservoir.**

Turn left into Reservoir grounds, thence out again on Beacon St. to Center St., Newton Center. Bear left on Center St. and continue left into Needham St., over into Highland Ave. direct to Highland and Needham. Bend left into Dedham Ave. into Common St.,

**18 miles from Boston.**

**Dedham.**

### **Boston to Dedham via Forest Hills.**

Leave Boston as before by Boylston St., Beacon St., or Commonwealth Ave. into the Park System. Bend left (here other route continues farther out) into the Fenway and the Riverway (continuous portions of same Park System), and through either Pond Ave. or Jamaica way to Jamaica Plain. *Do not keep Pond Ave. across Park System*, but bear left soon after passing Pond (on right); pass Arnold Arboretum and straight ahead under railroad tracks at Forest Hills Station. Turn sharp right immediately after and keep same road — Washington St. — back to other side of R. R. again — straightaway to

**12 miles from Boston.**

**Dedham.**

The above short route to Dedham is usually preferred for through travel, and is therefore made the basis for calculating distances farther on. If taking the other route via Newton and Needham to Dedham, add six miles to the figures given later under this head. Combining the two makes a splendid round trip, all over good roads.

## Dedham to Pawtucket and Providence.

Straight through Dedham (Memorial Hall on right) direct to Norwood, turning right at village, upgrade to Walpole. Turn left at fountain (Walpole), keeping straight ahead, where trolleys turn more to left. Direct to and through Wrentham; when two miles beyond (sign 16 miles to Providence) turn left, direct on Washington St. to and through North Attleboro. Enter Pawtucket via Broadway, which makes right bend before crossing Blackstone River into Main St., business center of

**41 miles from Boston.**

**Pawtucket, R. I.**

Leaving Pawtucket turn left on East Ave., with Providence cars uphill to right; but instead of bending right into Pawtucket Ave. keep on to left turn into Blackstone Boulevard. Pass Cemetery on left and keep on through Boulevard to Butler Ave. to intersection of Waterman St. Turn right on Waterman St., which keep to North Main St.; thence half-turn right into Market Square, on into Westminster St., principal business thoroughfare of

**45 miles from Boston.**

**Providence, R. I.**

NOTE. — Though somewhat longer, this Blackstone Boulevard route is the best and most-used way between Pawtucket and Providence. East Avenue direct into Pawtucket Ave. into North Main St. is the more direct line, but it is not so well paved and has more traffic. On through trips, downtown Pawtucket may be avoided by keeping straight ahead into Summit St. where Broadway bends right to cross bridge. Turn right from Summit St. to Division St., cross Blackstone River and Pleasant St., on opposite side, to left bend into East Ave. to Blackstone Boulevard, etc.

## PROVIDENCE, R. I., TO NEW HAVEN, CONN.

### Via Westerly and New London.

Westminster St. (by which the tourist enters Providence from Pawtucket, Boston, etc.,) intersects Weybosset St. in front of the Industrial Trust Co. building — a central downtown point from which distances are conveniently reckoned. Turn left into Weybosset St., pass the P. O., keeping Weybosset St. until same bends right; *do not turn right at this point, but keep straight ahead into Broad St.* On Broad St. to Trinity Square, where bend right (away from Grace Church Cemetery) into Elmwood Avenue. Pass Roger Williams Park and cross Pawtuxet River; 9 miles out of Providence, turn right near Greenwood station.

Then left again entering, by right bend, uphill, away from R. R. tracks,

**10 miles from Providence.**

**Apponaug.**

At principal four corners, Apponaug, turn left (sign 10 miles to Wickford), on through E. Greenwich to near Wickford. Unless desirous of going down into this place, keep right (directly on) — sign “To Allentown.” Or make left bend into Wickford, turning right at center of town, and right again in leaving, thus completing a loop out to same road, a little farther along. Through Allentown (a point merely), turning right at Pender’s Corners, shortly beyond. About  $4\frac{1}{2}$  miles beyond make right bend into

**About 30 miles from Providence.**

**Kingston Village.**

Go straight through Kingston Village, down long, steep hill (caution); pass R. R. station, cross tracks and turn left. Road zigzags for several miles along R. R. with frequent crossings, through Kenyon and Shannock. From depot, Shannock, go downhill, on through Hopkinton and Ashaway, a small mill town. Here turn right and follow road — telegraph poles all the way to Broad St.,

**About 52 miles from Providence.**

**Westerly, R. I.**

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Optional route preferred by many, especially in summer, is to make the bend downward into Wickford, following the Shore Road to Narragansett Pier direct. Thence still along the shore, through Wakefield, Green Hill, Charlestown, and Noyes Beach to Westerly — 32 miles from Wickford.

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Keep downtown into Westerly, pass P. O., bending right in front of Dixon House; cross Pawcatuck River and go under R. R., turning immediately left. Sign reads “16 miles to New London”; this is via Stonington and Mystic Bridge — *Caution*, do not follow sign to *Old Mystic*. On to Stonington, where pass small Library in open park and R. R. station, bearing left beyond; thence by E. Main St. into Mystic Bridge. Go through town, taking first left thereafter, then first right, the better to overcome big hill ahead. The way to New London is hilly, with fine sound and shore views; just above Noank and through Poquonock Bridge to

**(Across Thames River from New London.)**

**Groton.**



### Three Approaches to New London.

The last stretch is somewhat confusing, as there are three different roads between the two points. One known as the "Lower Road" branches south about 1 mile west of Poquonock Bridge (at "Avery Memorial Monument,") entering Groton about a mile south of the ferry and opposite the plant of the Eastern Ship-building Co.; thence along river road to ferry. The other two roads form a "Y"  $\frac{1}{2}$  mile beyond the "Avery Monument."

Of these, the one to the south (the "Treadway Road"), crosses the railroad a half-mile beyond and comes into Groton at the top of the hill directly above the ferry. The other branches north at the "Y" already named, thence over "Long Hill," and comes into the river road  $\frac{1}{4}$  mile above the ferry. The middle or "Treadway Road" is not only the best and shortest of all, but it brings immediately to the ferry. Across the Thames River, landing near the Norwich Line steamers' dock, also near R. R. depot. Cross tracks at grade, straight over into State St. and center of city,

70 miles from Providence.

New London, Conn.

Monument at intersection of State and Bank Sts., New London (in sight as railroad tracks are crossed coming from Groton ferry) is the beginning of the run to New Haven. Take Bank St. out, but instead of turning off with the car tracks, keep up over big hill to Niantic, which enter by causeway over the Niantic River. Go straight through and 4 miles beyond, turn left, where sign points toward Lyme. In Old Lyme, bend around church and down to ferry, over Connecticut River, a half mile or so, and cross ferry (capacity one car at a time). From ferry landing go straight ahead for short distance, then left into the broad macadam of Saybrook. Keep well through the town—principally one long street—and on the lower end one fork leads to Saybrook Point, and the other to Westbrook. Take the latter, 5 miles mostly over new and good roads, to Westbrook, then on to Clinton. *Saybrook Point is not on the main route.*

### Through Small Shore Line Towns.

Through Clinton into Madison, a large "V" of elms points towards you, its two sides being roads, the left one to Guilford, which take. At Guilford ride up alongside park and at the end of it (intersecting the street to and from the depot), swing left a part-block to get another straightaway in the same direction. A mile or so out, take left for Leete's Island, pass under the railroad tracks at Sachem's Head station and on to Stony Creek—all hamlets.

Between Stony Creek and Branford, the road forks, with no signs. Turn first right then left, following the telegraph poles into Branford to the public park, a short distance beyond which a turn right brings out on the last stretch to New Haven. Keep with car tracks to outer edge of New Haven, but where the cars turn right, keep ahead with a single track; a good macadam road, down to old causeway with a short wooden bridge beyond, into Bridge St., New Haven, near N. Y., N. H. & H. R. R. docks.

Bend with Bridge St. car tracks one block right, then first left into Wooster St., which keep to Crown St., parallel with and one block from Chapel St., center of city

53 miles from New London.

New Haven.

123 miles from Providence.

*For continuation of this run to Bridgeport, Stamford, and New York, see pages 44 and 45.*

## NEW HAVEN AND NEW LONDON TO PROVIDENCE AND BOSTON.

### Reversing the Two Preceding Routes — Condensed.

Coming into the center of New Haven from Bridgeport, Stamford, and New York, the tourist will pass Crown St. one block before crossing Chapel St., or one block after Chapel St. if coming from the opposite direction. Leaving New Haven for New London, the most-used way is *East* on Crown St. into Wooster St. to Bridge St. Cross bridge, thence with trolley tracks to East Haven; bear left around park at this point and direct road up one steep hill to Branford, 8 miles.

From Branford the road is in the main easily followed, though its close proximity to the R. R. and L. I. Sound makes necessary many curves and turns impossible to describe, especially through Stony Brook, Sachem's Head, and Leete's Island hamlets. Enter Guilford to Main St. (to and from depot) turning left and immediately straight ahead along small part onto the Boston Road.

On through East River, Madison, Clinton, and Grove Beach to Westbrook and Saybrook. Turn left *up* through Saybrook Village, cross R. R. and bend right to ferry over Connecticut River. Cross ferry (small affair — capacity one car) to Lyme; go up through the town, thence Shore Road through South Lyme, Niantic and Waterford to Bank St., following same to intersection with State St., center of

53 miles from New Haven.

New London.

Here eastbound routes using Norwich Line steamer from New York or steamer from Sag Harbor or Greenport, Long Island, join the all-road route from New Haven and beyond. These water routes are used principally in planning trips into Eastern Connecticut and Rhode Island.

### **Eastward from New London.**

Leaving New London go down State St. to ferry near foot of same; cross Thames River to Groton and keep straight out into the "Treadway" Road, the middle one of the three roads east from Groton. On to Poquonock Bridge; thence up Fort Hill and Shore Road through West Mystic and Mystic Bridge to Stonington. Entering Stonington keep right across R. R. up to small park to Main St.; here turn left and continue over main road across Pawcatuck River into Broad St.,

**71 miles from New Haven.**

**Westerly.**

So many tours East from Westerly are bound to Rhode Island coast points that the Shore Road from Westerly, via Noyes Beach, Charlestown, Green Hill, Wakefield, Narragansett Pier, and Wickford, takes precedence over the inland route via Ashaway, Shannock, and Kingston Village. Both runs are sandy in spots and difficult at times to cover, but they are traveled with more or less success. Shore and inland routes join just beyond Wickford and continue, direct though not straight, via East Greenwich to Apponaug. On to diagonal R. R. crossing near Greenwood station, cross Pawtuxet River, pass Roger Williams Park and enter, by Elmwood Ave., to Broad St., to Weybosset St., and Westminster St., business center of

**123 miles from New Haven.**

**Providence, R. I.**

**70 miles from New London.**

### **Providence to Boston.**

Leaving Providence, keep Weybosset St. and Westminster St. through the downtown business section over into North Main St., but turn right almost at once into Waterman St. On to Butler Ave., where turn left, Butler Ave. being a connecting link into the Blackstone Boulevard. This fine boulevard runs into East Ave., direct to business center of Pawtucket.

Bend right on Main St. to cross Blackstone River, into Broadway, which makes gradual left bend beyond river, and becomes thereafter a direct road to North Attleboro. Through North Attleboro and on via Washington St., making right turn at sign 16 miles from Providence. Thence one through line to Wrentham, Walpole, and Norwood to center of

**33 miles from Providence.**

**Dedham.**



At Dedham the tourist is again on the outer edge of the extensive riding district surrounding Boston, and possible entrances into the "Hub" multiply. The shortest and most used route is Washington St. direct all way to Forest Hills railroad station. Make left bend immediately beyond this station into the park system, following same past the Arnold Arboretum and Jamaica Pond.

Take care to pass both of these on the *left*, then on, winding with the parkways, but direct to the Back Bay district, from whence Huntington Ave., Boylston St., Commonwealth Ave., or Beacon St. may be used into Boston — by this short route 12 miles from Dedham, 45 miles from Providence.

### **Dedham to Boston via Newton Center.**

The longer route, by which Beacon St. Boulevard is used to enter Boston, leaves Dedham by Common St. to Dedham St., direct to Needham village. Thence Highland Ave. to Highlandville, and Needham St. to intersection of Center St. near Newton Highlands. Thence Center St. to Newton Center, and right turn on Beacon St. to Chestnut Hill Reservoir. Through the reservoir grounds into Beacon St., direct through the Back Bay residence district to the business center of

**18 miles from Dedham.**

**Boston.**

**51 miles from Providence.**

Riding directions from page 68 to this point make round trip schedules between Boston, Providence, New London, and New Haven, reading in either direction. Distance New Haven to Boston, via New London and Providence, 168-175 miles, according to routes used. Best roads on this run are on the Massachusetts end, and for short stretches where state highways have been built in lower Connecticut; worst roads are in Rhode Island, especially through the thinly settled districts.

## **BOSTON, FALL RIVER, MASS., NEWPORT, R. I.**

### **Direct Line via Taunton.**

These routes are used largely in planning automobile trips in both directions between the Boston district and the wharves of the Fall River Line of steamers at Fall River and Newport; also to a considerable extent in local runs to and from eastern Massachusetts and Rhode Island points. They cover an important territory about midway between low, sandy Cape Cod and the uplands on the Worcester side. Roads average good, and the distances frequently seem shorter to the traveler than they appear beforehand.

Trips are now made between Boston, Taunton, and intermediate points and the wharves at Fall River and Newport in motor cars, without material loss of time as compared with rail trips. Practically all local routes out of Boston to the south and southeast (including the runs to Providence and the near-by South Shore, already given) are possible beginnings also of the Fall River-Newport trips. But most through travel follows very near a direct line through Stoughton and Taunton.

### Two Popular Routes to Stoughton.

Leave Boston by Boylston St., Beacon St., or Commonwealth Ave. into the park system; bend left into the Fenway and the Riverway, through either Pond Ave. or Jamaica way to Jamaica Plain. *Bear left* soon after passing pond (on right); pass Arnold Arboretum, and straight ahead under railroad tracks at Forest Hill Station. Turn right up past station and out direct to and through Hyde Park and Readville. Make left turn just beyond Readville, on into Blue Hill Ave. Bend right past Great Blue Hill, descending long grade into Ponkapog village. At fork turn right direct to Canton Corner, where pass church and school-house, with a sharp left turn into Pleasant St., direct to Central Square,

21 miles from Boston.

Stoughton.

Principal optional route to above leaves Boston by Columbus Ave. instead of through the park system, entering Blue Hill Ave. above Mattapan. Directions: Out Columbus Ave. (either direct from Park Square or by any convenient connection) out to and past Roxbury Crossing. *Bear left* from Columbus Ave. into Seaver St., which keep to intersection with Blue Hill Ave. Turn right *down* Blue Hill Ave., direct through Mattapan, on past Great Blue Hill, Ponkapog, Canton Corner, and Stoughton. Distance practically the same as above from Boston, 21 miles.

NOTE. Tourists desiring to make the exit from Boston via the Park System, and of passing also through Mattapan, may *go straight ahead from park exit* near Forest Hills Station into Morton St. Thence on Morton St., which skirts the lower edge of Franklin Park, leading into Blue Hill Ave. Turn right into Blue Hill Ave., and direct to Mattapan, etc. Thus Morton St. is in effect a connecting link in the optional routes given from Boston to Stoughton.

### Stoughton to Fall River.

Pass through center of Stoughton, taking left fork alongside railroad direct to South Easton. Cross railroad and keep to

junction with other turnpike, where turn right direct through North Raynham P. O. to Broadway and City Square,

**37 miles from Boston.**

**Taunton.**

Leave City Square, Taunton, by Wier St. into Somerset Ave., thence with Taunton River practically all way through Dighton Station and Somerset to final crossing over railroad bridge into Fall River. After crossing bridge, bend right, then left almost at once into Brownell St. to Davol St. At intersection with Turner St. bear left, cross railroad and make first clear right turn — Durfee St. — to Bank St., to Main St., business center of

**56 miles from Boston.**

**Fall River.**

### **Fall River to Newport.**

Between Fall River and Newport there is only one direct route, and, though much traveled, the roads are not in good condition. Take Main St. into South Main St., about one mile with trolleys. Then keep to right over hill, meeting trolleys again, following them about one more mile. Once more to right over steep hill, and direct to Tiverton. Cross stone bridge and follow main road over Quaker Hill into Broadway,

**20 miles from Fall River.**

**Newport, R. I.**

**76 miles from Boston.**

The stranger will possibly be surprised to find ten- and twelve-degree grades on the lower part of this run. Roads mostly of gravel and poor to within short distance of Newport, where macadam begins; in a few places sand is encountered.

## **NEWPORT AND FALL RIVER TO TAUNTON AND BOSTON.**

### **Reverse of above Route — Condensed.**

Leave Newport on Broadway, with car-tracks to Two-mile Corner; here turn right, and with trolleys over stone bridge to Tiverton. Turn left with car-tracks up sandy hill to main road, which becomes South Main St., then Main St., Fall River, 20 miles from Newport.

Along Main St. to left turn on Bank St., and right turn almost at once on Durfee St. Out Durfee St. to Turner St., where turn left across railroad and right turn at once into Davol St. Keep Davol St. to left turn on Brownell St. and bear left over bridge; thence along with Taunton River road, via Somerset and



Dighton Station. Enter by Somerset Ave. to Wier St. and City Square,

19 miles from Fall River.

Taunton.

39 miles from Newport.

Direct road via North Raynham to South Easton and Stoughton. Thence to Canton Corner, Ponkapog, Great Blue Hill, Readville, and Forest Hills to Boston Park System. Or on Blue Hill Ave. through Mattapan to Seaver St. and Columbus Ave., optional routes already described, to

37 miles from Taunton.

Boston, Mass.

76 miles from Newport.

*SPECIAL NOTE. Entering Boston from the Providence-Newport-Fall River-Taunton and similar routes, using Blue Hill Ave. and its connections, the riding directions to the Boston branch office of the Hartford Rubber Works Co. would be as follows: The longer route would be from Blue Hill Ave. into Seaver St. to Columbus Ave., to Park Square, directly into Boylston St., Essex St., and Atlantic Ave. An optional way would be Blue Hill Ave. to Hampden St., into Harrison Ave. to right turn into Essex St. and Atlantic Ave., with a left turn up this avenue to No. 494, on the waterside, almost opposite the end of Pearl St.*

## TAUNTON, MASS., AND NEW BEDFORD, MASS.

### Boston-Taunton-New Bedford Through Line.

The best through route between Boston and New Bedford is identical with the foregoing Boston-Fall River routes as far as Taunton, with an additional 23-mile stretch, making an easy connection to and from New Bedford. Directions:

Turn left at City Square, Taunton, to fountain opposite stone church, where turn right. After crossing railroad bridge, turn left across Taunton River; thence main road direct, past Caswell's Grove to East Freetown. Turn left at bridge, taking right fork beyond; good roads direct through Sisson's Picnic Grove and Acushnet (Lund's Corner).

Entering New Bedford pass Brooklawn Park and make sharp right turn into Sawyer St.; cross railroad, and on Purchase St. to Weld St. Turn right one square, and left turn on Pleasant St., direct to City Hall,

23 miles from Taunton.

New Bedford.

60 miles from Boston.

### Reversing above.

Leave New Bedford City Hall by Pleasant St., turn right on Weld St. and left on Purchase St. Thence right on Sawyer St.

and left on Acushnet Ave. to Acushnet and Sisson's Grove. At fork of roads, two miles beyond, take left, then direct to East Freetown.

After crossing bridge bear right, then direct past Caswell's Grove, direct to bridge across river. After crossing bridge bear right; at fountain opposite stone church turn left to City Square,  
23 miles from New Bedford. Taunton.

Boston is 37 miles beyond Taunton, by routes already given, via South Easton, Canton, Ponkapog, etc.—identical with routes to and from Fall River.

## PROVIDENCE, R. I., TO PLYMOUTH, MASS.

### Via Taunton and Middleboro.

This route not only connects the center of largest population in Rhode Island with Taunton, Middleboro, Plymouth, etc., but it crosses, very nearly east and west, all the routes between Boston and southeastern Massachusetts, including the runs to and from Fall River, New Bedford, etc. It is thus a connecting link of large importance in planning trips in this relatively small but much traveled territory.

To give all the connecting routes in this district would be confusing, if it were not impossible as well; but a glance at the map, pages 35 and 36, will show how this route is in reality a through line between Providence and the coast at Plymouth.

### Providence to Taunton.

Leave the downtown business district, Providence, by North Main St. to right turn almost at once into Waterman St., and up Waterman St. hill to top. Thence with trolley straight ahead to the "Red Bridge"; cross same and, taking right fork, follow on up hill to "Broadway Six Corners," East Providence. Turn left with trolleys on Taunton Ave., which becomes Taunton Road at interstate line, a short distance beyond.

On to bridge over Palmer River and to cross-road at top of rise; thence direct to Rehoboth, still on the Taunton turnpike, through Anawan to Westville (Corners). Taunton Road becomes Winthrop St., which keep direct across Three-Mile River to car tracks. Follow car tracks until they turn left; *keep straight on Winthrop St.*, crossing Mill River and coming into City Square,

18½ miles from Providence.

Taunton.

Route from Taunton is across Taunton River to East Taunton and out Middleboro St., direct through Chace's (Depot) to

Main St., Middleboro, 11 miles from Taunton. At the Green turn right on Plymouth St., direct through North Carver to

45 miles from Providence.

Plymouth, Mass.

26½ miles from Taunton.

No difficulty will be found in reversing this route. A longer and less frequently used route between Providence and Plymouth may be seen by a glance at the map, pages 35 and 36. It is via Pawtucket, Attleboro, Bridgewater, and Halifax to Kingston and Plymouth, 50 miles from Providence.

## PROVIDENCE, R. I., TO NANTASKET BEACH, MASS.

### Via Attleboro and Brockton.

This is very nearly a direct line between the points named, and accommodates travel between Rhode Island points and the shore resorts southeast of Boston, and *vice versa*. It may also be used as the base line of routes to and from Boston, other than those already given.

Leave Providence by Westminster St. to North Main St., to Waterman St., to Butler Ave., to Blackstone Boulevard and East Ave. to Main St., Pawtucket. Cross Blackstone River and out Broadway to right turn on Cottage Ave.; short distance beyond make another right turn into Central Ave. to Lebanon. Cross bridge at Lebanon and direct to Hebronville and Dodgeville, with car tracks to Park St.,

13 miles.

Attleboro.

**SPECIAL NOTE.** *A new route between Providence and Boston can be made via Attleboro by taking the Foxboro Road north through Mansfield, E. Foxboro, and Canton. Or the tourist may bear left at Mansfield and go through Foxboro to Walpole, where connection is made with the Providence-Boston route given in full on pages 68-69. For these connections consult map, pages 35 and 36.*

Keep Park St. across railroad, taking first left, Pleasant St., to end, where turn right via Chartley Corners and Sweet's Factory to Norton village green. Cross river to Norton Station and E. Norton; on to Easton Furnace, Easton, Easton Station (railroad depot), and South Easton. Left on Washington St. and right on Grove St. to first Six Corners; thence on to Marshall's Corners, past Brockton Fair Grounds to Main St.,

32 miles from Providence.

Brockton.

On Main St. to right turn into Crescent St., cross railroad, and pass pond. Thence Lyman St. to Center St., which becomes



Brockton Ave. at Abington line, and left turn on Washington St. to center of Abington. Pass through Rockland, Queen Anne's Corner, and Upper Plains to

**48 miles from Providence.**

**Hingham (Center).**

For extension of this route to Nantasket Beach, Cohasset, Hull, Pemberton, etc., see page 67. No difficulty will be found in reversing this run from Hingham to Brockton, Attleboro, and Providence.

## **BOSTON, MASS., TO CAPE COD POINTS.**

### **A Through Line, with Connections from New Bedford.**

Cape Cod, one of the quaintest of New England districts, is frequently made the subject of an automobile tour, though many miles of good roads must be built to make these runs in any way popular. Lying off the Massachusetts southeast coast, the "Cape" is about equally distant from Boston and Providence, with plenty of connections to and from each.

However, this section is generally considered more tributary, in a touring sense, to Boston than to Providence. In making this trip the route generally followed is that nearly direct line through Quincy, Brockton, Bridgewater, and Middleboro, shown at a glance on the map, pages 35 and 36.

### **Two Routes to Quincy — Condensed.**

Leave Boston by Columbus Ave., out to and past Roxbury Crossing. Bear left from Columbus Ave. into Seaver St., to Blue Hill Ave. Right turn (down) Blue Hill Ave., to left turn into Talbot Ave., which keep across Washington St. to Dorchester Ave., Ashmont. Turn right into Dorchester Ave.; where same comes to an end, at Pierce Sq., turn left into Codman St. After passing under railroad, bear left into Adams St. at "Triangle," and left into Granite St., direct to East Milton. Here bear left into Adams St., which keep to Hancock St., to watering trough, Quincy.

The other route is same as above from Boston to Roxbury Crossing and into Blue Hill Ave. Instead of turning left into Talbot Ave., as in the previous case, keep Blue Hill Ave. through Mattapan and straight on to Blue Hill P. O. Here turn left into Canton Ave., on through Milton Center and Center St. to East Milton, where bear right as before on Adams St. to Hancock St.,

**17-18 miles.**

**Quincy.**

According to route used.

Leave Quincy by right turn from Hancock St. into School St.; turn left on Franklin St. and bend right into Independence Ave. to Braintree. Direct through South Braintree, on over railroad bridge and up long rise into Holbrook, then with car tracks to Montello. Turn left after crossing railroad (Montello St.), and right into East Elm St. and West Elm St. Continue West Elm St. to end; turn left on West St. to Belmont St.,

**31-32 miles from Boston.**

**Brockton.**

Leave Brockton by Warren Ave. and Clifton Ave. to Campbell, on through West Bridgewater and Bridgewater to Middleboro, which is an important local hub of routes. Road continues south through South Middleboro and Tremont to Wareham, where the route from New Bedford, Providence, and intermediate points joins the through route from Boston.

### **Connection from New Bedford.**

Leaving New Bedford, go north on Pleasant St., turning right to Middle St., over bridge; at end of bridge turn right one block, and left into Bridge St. Turn right and then left into Washington St. direct to Fair Haven and Mattapoissett. After crossing railroad turn right, in Mattapoissett, to hotels, and take direct road up hill. At top turn left, and through Marion to

**18 miles from New Bedford.**

**Wareham.**

**33-34 miles from Boston.**

### **Wareham to the "Cape."**

Leaving Wareham, turn left from Main St. across railroad and bridge to E. Wareham (or Agawam). Bear right on Depot St., crossing railroad, then left turn direct to Onset Grove, over fine shell roads. Direct along bluffs and over bridge; after crossing railroad turn right across another bridge, then right over good macadam to Buzzard's Bay.

Main roads on Cape Cod are shown at a glance at the map, pages 35 and 36. Every effort has been made to indicate the general layout of possible tours, but detailed riding directions are nowhere available at this writing. We are informed, however, that automobile trips can be made substantially as shown on the map.

Owing to the narrowness of the Cape, the main roads are mostly "direct," and the motorist who wishes to make any of these trips will have comparatively little difficulty in finding his way. Steamers run between Boston and Provincetown (at extreme end of Cape). Map, pages 35 and 36, shows connecting

line from Buzzard's Bay to Plymouth through the primitive Plymouth woods. Further information about the routes and condition of the roads in this district will be gladly received for a subsequent edition.

## NEWPORT-PROVIDENCE RUNS.

### Wide Choice of Routes.

Providence and Newport are naturally the principal centers of motoring in Rhode Island, with considerable travel between them. The peculiar situation of Newport — at the extreme lower end of Newport Island — not only takes that city out of the through lines of travel between New York and Boston via Providence, but it makes a run by road between the two points a round-about trip at best. Connecting routes from Newport are therefore of more than ordinary importance.

In reality there are three distinct ways of making this trip, all of them shown in condensed form on the map, pages 35 and 36, as follows: (1) all way by road, via Tiverton, Fall River, and Warren, a stone bridge at Tiverton connecting the island with the mainland at Tiverton; (2) road to Bristol Ferry, ferry to Bristol, thence via Warren; (3) ferry direct from Newport to Jamestown, a short run across Conanicut Island, ferry to Saunderstown, and thence into Providence by East Greenwich and Apponaug — the latter stretch identical with the entrance into Providence from New London, Westerly, etc.

#### 1. Newport to Providence via Fall River.

Leave Newport (Court House) via Broadway, with car tracks to Two-Mile Corner (road fine); here turn right, and keep with trolleys to stone bridge, crossing same to Tiverton (road fair). Turn left from Tiverton, with car tracks up sandy hill to main road toward Fall River, trolleys most of way. South Main St. to Main St., business center of

20 miles from Newport.

Fall River.

Continue Main St. to left turn on Bank St., making right turn almost at once on Durfee St. At intersection with Turner St. bear left across railroad and at once right into Davol St. to Brownell St. Turn square left on Brownell St. and then oblique left to bridge.

Cross bridge and turn left for about half a mile, bear right to second bridge, cross same and keep left on direct road to Warren. Thence with trolleys most of way — guideboards at some points



—into Broadway, E. Providence. On to “Red Bridge,” to Waterman St., to North Main St. and Westminster St., business center of

38 miles from Newport.

Providence.

### Providence-Fall River-Newport — Condensed.

Reversing above route, leave Providence by Westminster St. to North Main St. and Waterman St. to “Red Bridge”; thence right fork with trolley up hill to Broadway “Six-Corners.” Thence on Waterman Ave. and with Fall River trolleys past Luther’s Corner, North Swansea, Swansea Center, and Swansea Village, on to Slade’s Ferry Bridge into Fall River. This route differs slightly from the opposite run via Warren, and same may be exchanged at will to and from Providence.

Enter Fall River by right turn beyond bridge, to Brownell St., to Davol St., to Turner St., to Durfee St., to Bank St. and Main St., center of city. Thence out South Main St. to main road, mostly with trolleys, via Tiverton and stone bridge to Two-Mile Corner and Broadway, to Court House,

38 miles from Providence.

Newport.

### 2. Newport to Providence via Bristol.

From Court House, Newport, take Broadway, as in No. 1, to Two-Mile Corner (road fine); here turn right and follow car tracks to foot of Quaker Hill (roads fair). At foot of this hill (car tracks turn to right), *take left fork* (Freebody St.) direct to Bristol Ferry. Cross ferry, bearing left, thence with main road, as in No. 1, through Bristol and Warren to Providence.

This is the shortest in road miles of all Newport-Providence runs, the distances being 11 miles from Newport to Bristol Ferry, and 15 miles from Bristol to Providence — total, 26 miles. Time on ferry boat, 20 minutes. This is also the newest route for motorists, as a ferry boat capable of carrying heavy cars is about to start at this writing. It is probable that most of the inter-city travel will ultimately come to prefer this middle route.

For reverse directions, leaving Providence and entering Newport, see reverse of No. 1; no difficulty will be experienced in reversing the middle part of this run — principally to take ferry in the opposite direction.

### 3. Newport to Providence via Jamestown.

From ferry, lower end of city of Newport, take Jamestown ferry to Jamestown, go across Conanicut Island one mile to Saunderstown ferry, to Saunderstown. Up a long hill, cross

railroad tracks, when turn right and continue straight to Hamilton village. Just before reaching Hamilton post-office turn right and then left by post-office, on to East Greenwich and Apponaug. Thence on to Greenwood Railroad Station, pass Roger Williams Park and Elmwood Ave. to Broad St., to Weybosset St. and Westminster St., center of

**27 miles from Newport.**

**Providence.**

Roads on this run are good throughout, but the two ferry transfers hinder fast time. Reverse of above is identical with the Providence-New London route as far as Apponaug, thence by Hamilton to Saunderstown. Here ferry is taken to Conanicut Island; go one mile across the island to Jamestown, and ferry direct to lower part of city of Newport.

## **WATCH HILL; NARRAGANSETT PIER; NEWPORT.**

### **Connections to Each from the Shore Line between New London and Providence.**

These three popular resorts on the Rhode Island coast are chiefly tributary to the Shore Line between New London and Providence. Side trips may be planned to reach any or all of these points, no matter which way the tourist may be traveling, the greater thoroughfare passing near each but through none of them.

Pages 70-74 give the detailed riding directions over the New London-Providence route, both ways; so no matter which way he may be traveling, the tourist has only to follow the schedules there given to the point where the short connecting line branches off to the particular resort he wishes to reach.

### **Westerly-Watch Hill; Westerly-Narragansett Pier.**

Westerly, 18 miles from New London and 52 miles from Providence, is the first point where one coming from New Haven and New York encounters these runs to the Rhode Island coast resorts. Watch Hill might well be called "Westerly-by-the-Sea," so near and so intimate is the connection between them. It is about five miles from the center of Westerly, by the Watch Hill Road, direct via Lottery Corners.

Tourists bound for Narragansett Pier from New York and Connecticut points will find that the best time can be made by following the Shore Road from Westerly through Noyes Beach, Green Hill, Charlestown, and Wakefield to Narragansett Pier, 25 miles.

### **Kingston-Narragansett Pier.**

From Kingston take Peacedale Road into Rocky Brook village and Peacedale (Square). Turn right, cross Saugatucket River, and continue on to forks, where turn left into the Pier Road via Dale Carlia Corners to Narragansett Pier (Casino), eight miles from Kingston Station, six miles from Kingston village. This short connecting route is as easily taken in the opposite direction.

### **Wickford-Narragansett Pier.**

From the Post Road passing just outside Wickford, bend into the town and pass depot, crossing railroad, and continuing on Hamilton Ave. over Annaquatucket River. Turn left through Hamilton (Corners), up Barber's Height to Saunderstown. Thence main road to Narragansett Pier (Casino), 12 miles from Wickford.

### **Narragansett Pier-Newport.**

This short connecting line is of more than local importance, from the fact that it is very often used in all-road tours between New York and Newport. On account of sand and poor roads generally in Rhode Island, very many tourists prefer to ship their cars by boat to Providence or Fall River, or to Newport direct (intermediate call via the Fall River Line). Of course this same opportunity for shipment by water does not exist when start is made from any point east of New York.

Motorists starting from intermediate points or those desirous of making the entire New York-Newport trip by road will take the Shore Line to Westerly, R. I. Thence still along the shore through Noyes Beach, Green Hill, Charlestown, and Wakefield to Narragansett Pier direct. Up the "South Shore Road" from the pier to Saunderstown, and ferry from Saunderstown to landing on Conanicut Island. Take direct road across the island to Jamestown, and another ferry from lower side of Jamestown direct to Newport. It is less than ten miles from the Pier to Newport this way, plus the two connecting ferry trips.

## **PROVIDENCE, R. I.-WORCESTER, MASS.**

### **Short Connecting Line via Woonsocket.**

Leave Providence by Westminster St. to North Main St., to Waterman St., to Butler Ave., to Blackstone Boulevard and East Ave. to Main St., Pawtucket. *Do not cross Blackstone River*, but turn left on Main St., keeping same northward on to Broad St., which is a direct road through Central Falls, Lonsdale, and



Ashton to Woonsocket. First three miles are pavement, the balance gravel and macadam in good condition. Enter by Cumberland Road to Hamlet Ave. to Court St. and Main St. (two crossings of Blackstone River en route),

**18 miles from Providence.**

**Woonsocket.**

Leave Main St. outward to left turn on Blackstone St., cross railroad and on to right turn into Harris Ave., becoming Main St. at interstate line just beyond. Thence on through Blackstone, Millville, Uxbridge, North Uxbridge, Whitin's (Depot), Farnumville, Fisherville Corners, Wilkinsonville, Millbury, and Quinsigamond.

Enter by Grafton St. to Front St. to Main St. (City Hall on corner),

**27 miles from Woonsocket.**

**Worcester, Mass.**

**45 miles from Providence.**

#### **Worcester-Providence — Condensed.**

Reverse of above route is a simple matter, except going through Woonsocket and entering Pawtucket, the details of which may confuse the stranger. Leave Main St., Worcester, by right turn to Front St. and Grafton St., through Quinsigamond to Millbury. Thence via Wilkinsonville, Fisherville Corners, Farnumville, Whitin's (Depot), North Uxbridge, Uxbridge, Millville, and Blackstone. Pass interstate line into Harris Ave. to left turn on Blackstone St.; cross railroad and turn right on Main St.,

**27 miles from Worcester.**

**Woonsocket.**

Keep Main St. to left turn on Court St., crossing river into Hamlet Ave. Bend left with Hamlet Ave. to cross river again into the Cumberland Road, and on through Ashton, Lonsdale, and Central Falls into Broad St., Pawtucket. On with Broad St. into Main St. and down Main St. to left turn on East Ave., up hill with Providence trolleys. Instead of bending right into Pawtucket Ave., keep on to left turn into Blackstone Boulevard. Pass cemetery on left and through Boulevard to Butler Ave. to Waterman St. Turn right on Waterman St., which keep to North Main St. and Westminster St., principal business thoroughfare of

**18 miles from Woonsocket.**

**Providence, R. I.**

**45 miles from Worcester.**

*SPECIAL NOTE. Map, pages 35 and 36, shows independent route between Woonsocket and Boston. It leaves Woonsocket*

*from Monument Square, Main St., through Social St. to city limits and interstate line. Thence via Franklin and Medfield, Mass., to Needham, Highlandville, and Newton Center. Direct on Beacon St. to Chestnut Hill Reservoir, and through the reservoir grounds into Beacon St., through the Back Bay residence district to the center of Boston, 38 miles from Woonsocket.*

## **HARTFORD, CONN., TO PROVIDENCE, R. I.**

### **Via Willimantic and Danielsonville.**

From Main St., Hartford, turn right on Morgan St. (fourth street from City Hall). Cross bridge and go over long causeway to East Hartford, turning left with Springfield trolleys, then right almost at once through Burnside and Manchester to South Manchester. Thence main road through Bolton and Andover to

**33 miles from Hartford.**

**Willimantic.**

Direct through road east via Windham, Howard Valley, and Brooklyn to Danielsonville. Cross railroad at Danielsonville to South Killingly (Four Corners) and interstate line. Thence via Foster Center, Clayville, Rockland, Richmond, South Scituate, and Thornton to Olneyville. Enter Olneyville by Plainfield St. to left bend into Westminster St., which follow to junction with Weybosset St., business center of

**80 miles from Hartford.**

**Providence, R. I.**

### **Providence to Hartford — Condensed.**

Leaving Providence, take Westminster St. direct from center of city, or Weybosset St. into Westminster St., direct to Olneyville. Bear left at Olneyville into Plainfield St. to Thornton (Bridge), and through road via South Scituate, Richmond, Rockland, Clayville, and Foster Center to interstate line. On through Danielsonville, Brooklyn, Howard Valley, Windham, Willimantic, Andover, Bolton, Manchester, South Manchester, and Burnside to East Hartford. Cross long causeway to bridge (Morgan St.), to left turn on Main St., to center of city,

**80 miles from Providence.**

**Hartford, Conn.**

## **HARTFORD, CONN., TO SAYBROOK, CONN.**

### **Via Middletown and Haddam.**

This route, all the way on the west side of the Connecticut River, is considerably traveled between Hartford and Middletown, with less frequent trips to the Sound at Saybrook. It

would probably be the easiest and most direct way from points in the middle and upper Connecticut River valley to the Shore Road between New Haven, New London, and Providence, as well as to the Rhode Island coast resorts. As far as Middletown the roads are macadam, in good condition; from Middletown to Saybrook they are mostly dirt, with a few bad spots and some hills.

### **Hartford to Middletown.**

Leaving center of city, Hartford, go south on Main St. to small park, where Main St. ends and Wethersfield Ave. begins. Bear left from this park into Wethersfield Ave., keeping same past the State's Prison to Wethersfield. On to end of trolley line; about half a mile beyond road makes sharp right bend. Make this bend and immediately bear left (avoiding right turn after the curve).

Left bend at this point gives good macadam road, across railroad, up steep hill. At church, Rocky Hill, make sharp right turn, direct through Cromwell; thence on to left turn (Catholic Church on right) into Main St.,

**16 miles from Hartford.**

**Middletown.**

Though the east side of the river between Hartford and Middletown, via Glastonbury and Portland, is not so good riding as the foregoing, it is frequently used in making local round trips. From South Glastonbury to Hartford it is comparatively good going, however.

### **Middletown to Long Island Sound.**

Leaving Middletown for Saybrook, bear left from park into Union St.; with trolley one mile, turning left at Chapel, up hill to turnpike. Thence river road via Higganum, Haddam, Chester, and Essex to Saybrook Jct.

En route to Saybrook Point or to points on the Shore Road toward Guilford and New Haven, keep down into Saybrook village and bear right. But if en route to Lyme and points on the Shore Road toward New London and Providence, do not go down into Saybrook village, but turn *left* at the Junction (railroad depot) to ferry across Connecticut River to Lyme, etc.

**29 miles from Middletown.**

**Saybrook Jct.**

**45 miles from Hartford.**

Poorest roads on this whole trip are between Middletown and Chester, being much better on both the upper and lower ends. In case of disabling accident to car anywhere on this run, Hart-



ford-New York boats call daily, except Sunday, at principal points Hartford to and including Saybrook.

### **Connections from Middletown, Conn.**

From Middletown, 16 miles below Hartford, on the Connecticut River, nearly direct routes may be taken, if desired, to Meriden, New Haven, or Norwich. En route to Meriden, take Washington St. direct all way, nine miles. First four miles are dirt road, generally in poor condition as well as hilly; balance macadam, hilly but good. Tourists bound from Middletown to New Haven would ordinarily cross over to Meriden and go down the Hartford-New Haven line.

A shorter run between Middletown and New Haven is via Durham (six miles, macadam and good); then dirt road through Northford (twelve miles, poor), then macadam again through East Haven to New Haven, good. Distance Middletown to New Haven by this route, 24 miles. A line also connects Middletown with Norwich and New London, via Portland, Westchester, Colchester, and Yantic.

### **NEW LONDON, CONN., TO WORCESTER, MASS.**

#### **Via Putnam and Webster.**

Leave New London, as before, with Norwich trolleys to Norwich, keeping through Greenville to Taftville Station. Turn right with river and railroad; follow main road, keeping to right, but do not cross river until near Jewett City. North along railroad, following main road to Plainfield and Central Village, to Danielsonville, Dayville, and

**48 miles from New London.**

**Putnam.**

School St. to Mechanicsville, bend with trolley to West Thompson trolley station. Turn left through North Grosvenordale and Wilsonville to Webster, Mass. Follow trolley along straight road to Oxford, North Oxford, and Auburn, into Southbridge St., to

**75 miles from New London.**

**Worcester, Mass.**

NOTE. Connection to Worcester is had by this route from Hartford, Conn., via Manchester, Stafford Springs, Southbridge, and Webster; but nearly all through travel between Hartford and Worcester follows the main route, longer but better, via Springfield and Palmer.

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The law favors courtesy, though it does not demand it, and in cases of trial at law a record of good manners goes far to win the favor of the court. — *Isaac B. Potter.*

## NEW LONDON, CONN., TO SPRINGFIELD, MASS.

### Via Willimantic and Palmer.

Leave New London with Norwich trolleys, direct all way on west side of Thames River, to Norwich. Bear left to Yantic; take right fork beyond, then left fork to Franklin. At North Franklin P. O., take right fork and follow railroad through South Windham to

31 miles from New London.

Willimantic.

Leave Willimantic by West Main St., with railroad through Eagleville to Mansfield; thence through Willington to Stafford Springs, Monson, and

About 68 miles from New London.

Palmer.

Straight through Palmer, across narrow bridge up winding grade direct to North Wilbraham, where road winds under B. & A. railroad, and makes right turn up other side. Same road through to Pine Point, opposite St. Michael's Cemetery. From this point State St. leads past Winchester (small) park, and U. S. Armory, into junction with Main St.,

About 83 miles from New London. Springfield, Mass.

## HARTFORD, CONN., TO LITCHFIELD, CONN.

### Via Plainville and Bristol.

From Main and Asylum Sts., take Asylum St. direct to Farmington Ave. to West Hartford Center, where turn left. At small red schoolhouse, about three miles beyond, turn right to Corbin's Corners, then left, three miles to New Britain. At park, New Britain, turn at right angles out West Main St., a splendid, direct macadam road into center of Plainville. Straight through Plainville, over railroad, and with trolleys to Forestville, going through same, on under railroad bridge, and sharp right turn to center of

21 miles from Hartford.

Bristol.

Turn left at bridge, cross railroad, and take first road to right, on to Terryville and Plymouth to Thomaston. Go through Thomaston and, one mile beyond, turn right (over poorer roads) to

37 miles from Hartford.

Litchfield.

NOTE. Litchfield is an important center of local routes, with connections, as shown by the map, to Torrington and Winsted

on the north (connecting with the Hartford-Berkshire Hills tours); also on the west to Cornwall Bridge and New Milford, points on tours to northwestern Connecticut, via Danbury.

### **Connections to Waterbury and Danbury.**

Waterbury-Danbury tours from Hartford are same as above to Plainville; at center of town turn left through Southington and Plantsville. Thence over Southington Mountain and the (locally) Meriden Road to East Main St., Waterbury, 36 miles from Hartford.

Out Main St. to W. Main St., on to Southbury and Newtown, is through route to Danbury, 64 miles from Hartford. Detail of the run through from Poughkeepsie via Danbury and Waterbury to Hartford will be found under the connecting routes from the Hudson River to western New England.

### **NEW HAVEN AND BRIDGEPORT TO WATERBURY, CONN.**

Map, pages 35 and 36, shows nearly direct line between New Haven and Waterbury, via Bethany Tavern and Naugatuck, which was formerly preferred for this connecting run. But the slightly longer route via Mt. Carmel and Cheshire has lately been graded and otherwise improved, until it is now considered the better one for motor car travel.

Leave New Haven by Temple St., across Common into Whitney Ave., to Mt. Carmel and Cheshire. Bear left at Cheshire, direct road, entering East Main St.,

**26 miles from New Haven.**

**Waterbury.**

#### **Bridgeport to Waterbury.**

Leave Bridgeport from foot of Fairfield Ave., passing under railroad viaduct near depot into Stratford Ave. About three miles beyond, bend left to Stratford, where keep left, under railroad station (avoiding right turn at fountain in open square), on with trolleys to Shelton. Turn right and cross Housatonic River from Shelton into Derby, keeping direct north through Derby to Ansonia. Pass railroad station, Ansonia, and main road through the Naugatuck valley via Seymour, Naugatuck, and Union City to

**32 miles from Bridgeport.**

**Waterbury.**

NOTE. This trip may be extended to Thomaston, connecting there with the Hartford-Litchfield route; or to Winsted, connecting with the direct route between Hartford and Pittsfield.



## Distances from Waterbury.

Waterbury is the center of a small but important district, crossed and criss-crossed with roads impossible to separately describe. Tourists making short runs in the vicinity of Waterbury may find the following table of distances of reference value:

	Miles.		Miles
Ansonia, . . . . .	17	New Haven, . . . . .	*
Bethany, . . . . .	12	Plantsville, . . . . .	9
Birmingham, . . . . .	19	Seymour, . . . . .	12
Bristol, . . . . .	13	Shelton, . . . . .	19
Cheshire, . . . . .	10	Southbury, . . . . .	10
Derby, . . . . .	19	Southington, . . . . .	10
Litchfield, . . . . .	17	Thomaston, . . . . .	9
Meriden, . . . . .	14	Union City, . . . . .	4
Middlebury, . . . . .	6	Watertown, . . . . .	6
Naugatuck, . . . . .	5	Woodbury, . . . . .	11

\* Short line via Naugatuck and Bethany, 21 miles; via Cheshire and Mt. Carmel, 26 miles.

## STAMFORD, NORWALK, BRIDGEPORT, AND NEW HAVEN TO DANBURY, CONN.

Danbury is the most important center of routes in western Connecticut, and may be reached from any one of these four principal gateways into the state from the New York-New Haven shore line:

1. From Stamford: Map, pages 35 and 36, shows outline of route from Stamford to New Canaan, Ridgefield, and Danbury. West from center of Stamford up hill and over direct road—perfect macadam—to New Canaan, five miles. North to Ridgefield, 16 miles, and via Sugar Hollow to intersection with the Brewster, N. Y.-Danbury road, entering Danbury by West St. to Main St., 28 miles from Stamford.

2. From Norwalk: Take main road along railroad to Winipauk, South Wilton, Cannon, and Branchville to Danbury, 22 miles.

3. From Bridgeport: Follow Main St. north, with railroad to and through Trumbull and Longhill to Stepney. Thence main road north-by-west through Redding Bridge, Putnam Park, and Bethel; keeping trolley to center of city, Danbury, 25 miles.

4. From New Haven: Derby Ave. direct to Derby Station, crossing railroad to Main St., Derby. Cross bridge to Shelton and via Huntington Center to Nicholas Corners and Stepney, 20 miles. Thence as in the preceding paragraph to Redding Bridge, Putnam Park, Bethel, and Danbury, 34 miles from New Haven.

### North from Danbury.

Danbury is not only on the line between Poughkeepsie and Hartford, but it is the principal gateway into northwestern Con-

necticut, the more important because of the numerous connections from the shore line already given. By means of the extension of this route to Lakeville, in the extreme northwestern corner of the state, a through line is had into the Berkshire Hills through Great Barrington to Lenox and Pittsfield.

Leaving Danbury, take White St. and follow trolley to end; turn left to Beaver Brook and under railroad bridge. Then right for  $2\frac{1}{2}$  miles, turning left past Brookfield Junction; thence with railroad to Brookfield. Continue along railroad through Lanesville to

**16 miles from Danbury.**

**New Milford.**

Cross covered bridge; turn right along west bank of river to bridge crossing to Gaylordsville. Follow river road on east bank to Kent, where cross iron bridge. Turn right and follow river road, crossing river at Cornwall Bridge. Continue along river road through West Cornwall and Lime Rock to Falls Village. Turn left across river and follow main road west to

**56 miles from Danbury.**

**Lakeville.**

#### **Lakeville to Lenox and Pittsfield.**

Continue on to Salisbury, taking left at Soldiers' Monument, into the "Under Mountain Road"; at signpost, seven miles from Salisbury, turn right to Sheffield, and after crossing railroad turn north to Great Barrington. Follow Housatonic River, under railroad tracks, through Van Deusenville and Housatonic to Glendale. Continue due north, leaving Stockbridge one mile to right; three miles beyond pass Stockbridge Bowl (also on right) to Lenox. In front of Curtis Hotel, turn left through village, up steep hill, on to

**38 miles from Lakeville.**

**Pittsfield, Mass.**

**94 miles from Danbury.**

#### **NORTH AND EAST FROM WORCESTER, MASS.**

**Connecting Routes to Fitchburg and Lowell; to Boston via Hudson.**

Worcester, in the "Heart of the Commonwealth," is a touring center next in importance in the state to Boston and Springfield. Fewer trips are made north and south in this district, however, than east and west. The routes to and from Boston—both directions via Worcester—are given in full, pages 46-49.

Naturally most of the travel follows these main lines, though tours are frequently made from Worcester to Fitchburg and Lowell direct, as well as to Boston by the less direct route via Clinton and Hudson. The essential riding directions for these three pleasant runs follow:

### **1. Worcester to Fitchburg.**

Main St., center of all routes in Worcester, to Lincoln Square, and along with trolleys through West Boylston to Boylston. Follow signboards on river road through South Clinton to Clinton, 13 miles, a few easy hills en route.

Thence with trolleys all way from Clinton to South Lancaster, Lancaster, and North Lancaster to Leominster. Here intersect main route between Boston and Fitchburg, continuing to right on direct route, without crossing railroad, into business center of

**27 miles.**

**Fitchburg.**

### **2. Worcester to Lowell.**

Main St. to Front St. (City Hall on corner) to Union Station, bending left from station into Shrewsbury St. With trolleys to Lake Quinsigamond, crossing same, up hill (Maple Ave.) to Shrewsbury Center and Northboro. Cross N. Y., N. H. & H. R. R., and go over state road to Marlboro, where pass Soldiers' Monument and City Hall to end of Main St., turning left into Middlesex Square. Thence right fork to Boston road, past Wayside Inn, direct to South Sudbury. Turn left (north) to Sudbury, North Sudbury, and Concord Jct., thence Main St. to Concord, 32 miles.

Leave Concord by Bedford St. (avoiding Lexington road to Lexington and Boston) to Bedford. At flagstaff, Bedford, turn left, taking first right fork direct to Billerica and downgrade out of Billerica; cross Concord River and follow on western side direct into

**48 miles from Worcester.**

**Lowell.**

### **3. Worcester to Boston via Clinton and Hudson.**

Leave Worcester as in No. 1 to Clinton, 13 miles, and go via Five Corners to Bolton Center. Enter Hudson (21 miles from Worcester) by Lincoln St. to square; thence direct road eastward to Sudbury and Wayland. Through Wayland (passing church on right), direct but winding road to Weston into Main St., Waltham.

Keep Main St., Waltham, through center of Watertown into



North Beacon St., passing U. S. Arsenal on left, direct through Brighton and Allston into Commonwealth Ave., Boston. Commonwealth Ave. comes to an end at Arlington St., the Public Gardens immediately ahead. Turn right two blocks to Boylston St. or left two blocks to Beacon St., leading downtown on opposite sides of Common to

37 miles from Clinton.

Boston.

50 miles from Worcester.

## BOSTON, MASS., TO GREENFIELD, MASS.

### Via Concord and Fitchburg.

This route, with its natural extension from Greenfield to North Adams and Williamstown, Mass., and Troy, N. Y., makes a second complete line across the state of Massachusetts and to the Hudson River. While not so much used as the other route via Worcester, Springfield, and Pittsfield, it is equally practicable though, naturally, it is a hard up grade over the steep range which the railroad overcomes by means of the Hoosac Tunnel. The Boston-Fitchburg-Greenfield line is more often taken west bound than east bound, and may be used as an alternate route from Eastern New England points to the Connecticut River valley (either North or South), connecting at Greenfield; into the Berkshire Hills, connecting principally at Williamstown or North Adams, or into Vermont, connecting chiefly at Greenfield, or Williamstown, Mass.

### Boston to Fitchburg.

Here as elsewhere there is a large variety of exits from Boston, but through road travel usually follows the trunk line highway system here given. From Massachusetts Ave. — crossed by all avenues and boulevards west from the center of the city — keep out across Harvard Bridge; thence along the same thoroughfare through Cambridgeport to Harvard Square (College), Cambridge. Massachusetts Ave. continues on through Arlington to East Lexington and Lexington. After passing Lexington Common sign reads "*Both Roads to Concord*"; take left to

19.25 miles.

Concord.

At center of town turn left from Massachusetts Ave., Lexington Road into Main St., direct to Concord Junction; after crossing railroad bend left to Maynard. After passing Maynard, road is direct to Stowe, passing through Stowe Common;  $1\frac{3}{4}$  miles beyond town, take right fork to Bolton. After passing

Bolton turn right on road which would lead direct to Lancaster and Clinton; but instead of following on to these points keep right uphill with electric cars to Leominster, and

**50.20 miles**

**Fitchburg.**

An optional route between Concord and Fitchburg is via West Acton, Harvard Center, Ayer Junction, Shirley Village, and Lunenburg Station to Leominster; thence into Fitchburg as above, without material difference in distance either way. Roads between Boston and Fitchburg are for the most part rolling, in good condition, but more hilly in the vicinity of Leominster.

### **Fitchburg to Greenfield.**

The road from Fitchburg to Greenfield divides itself naturally into two parts, of nearly equal length: Fitchburg to Athol, 25 miles; and Athol to Greenfield, 23 miles. Leaving Fitchburg, take state road direct to Westminster and South Gardner; thence on, bearing to the left, for East Templeton, from which follow electric car tracks to Athol. Grades are not bad, and these are for the most part down grades beyond Westminster. On the whole the driving is equal to the average country road.

Follow electric car line through from Athol to Orange (direct road), the river and railroad to Miller's Falls; thence straight up the hill to right of electrics, direct to Turner's Falls. Motorists should hold their machines under good control on the hill into Miller's Falls. At Turner's Falls turn left and keep with electrics to

**98-100 miles from Boston.**

**Greenfield.**

Here the Connecticut River is reached — a natural gateway into the Connecticut River Valley, connecting to many points in Massachusetts and Vermont. See following page.

## **GREENFIELD, MASS., TO TROY, N. Y.**

### **Via North Adams.**

Leaving Greenfield, keep West on Main St., bearing left into Shelburne St. to cross Green River. Make right turn immediately after crossing bridge, on through road to Shelburne. Turn right uphill and follow to Shelburne Falls; here cross North River and on through road to East Charlemont, Charlemont and Zoar to Hoosac Tunnel Station. Continue up mountain to summit — hard climbing but magnificent scenery — descending again into business center of North Adams. Leaving North Adams, keep Main St. West to bridge over Hoosick River

and over railroad; one mile beyond bear left (at fork), then state road to

**42 miles from Greenfield.**

**Williamstown.**

NOTE. Two roads connect Pittsfield with this upper route East and West across Massachusetts, making, when desired, an optional route between the Berkshire Hills and Troy. Both of these roads meet at Williamstown. The considerable detail of same will be found in full in the routes from the Berkshire Hills into southern Vermont, page 59.

Leaving Williamstown, turn right at Greylock Hotel, pass under Boston and Maine railroad tracks, following same down the valley of the Hoosick River to and through Pownal, Vt., to North Pownal. Thence direct to North Petersburg, N. Y., where turn right and  $1\frac{1}{2}$  miles beyond (at Stone Church), turn left on "Old Stone Road," which gives a through route to Troy, N. Y., via Boyntonville, Pittstown, Raymertown, Haynerville, and Center Brunswick. Enter by Fifteenth St., Hoosick St., Fifth Ave., State St., First St., and Congress St. to center of

**79-80 miles from Greenfield.**

**Troy, N. Y.**

**178-180 miles from Boston.**

## **SPRINGFIELD, MASS., TO GREENFIELD, MASS.**

**West Side of Connecticut River, via Northampton.**

Keep Main St. downtown, past principal hotels and under railroad crossing (just below depot), bending left into Plainfield St., then square left turn to cross West End bridge to West Springfield. Turn right at once, keeping due north on west side of river, taking note of fountain about five miles out. If going through Holyoke, turn right at this fountain and follow along river to Holyoke, nine miles from Springfield. If not desired to go through Holyoke, keep left at fountain, pass under railroad and continue on, past western edge of Holyoke, coming into the river road just before Smith's Ferry. On to Mt. Tom Station; after crossing railroad tracks turn right and direct, entering by Pleasant St. to Main St.,

**17 miles.**

**Northampton.**

NOTE. The route given above is usually preferred for through trips north from Springfield, the saving by leaving out Holyoke being about two miles. If going via Holyoke, when leaving same take Dwight St. from center of city to Pleasant St., to Lincoln St., to Northampton St., to Smith's Ferry and Mt. Tom Station, thence as before to Northampton. Desiring to



enter Northampton via Easthampton, either take Easthampton road direct from Holyoke, or else turn left after crossing railroad tracks at Mt. Tom Station. No material difference in these optional routes between Springfield and Northampton; the distance will average between 17 and 18 miles.

Leaving Northampton by Main St. to King St., about two miles out a choice of routes is offered to South Deerfield. The one usually preferred follows the river, turning right about two miles out (at Laurel Park) for Hatfield. Thence along the river road, to the right of East Whately, turning left at Sugar Loaf Mountain, direct to South Deerfield. The shorter but less used route continues nearly straight ahead, mostly along railroads (N. Y., N. H. & H. and B. & M.), through Whately Center to South Deerfield, joining other road by right turn, across railroads, in the village of South Deerfield. Keep direct north on new state road, crossing covered bridge at small hamlet (locally "Cheap-side"), making left turn and direct, passing under railroad viaduct, into Federal St., to Main St., the principal four corners of  
**42 miles from Springfield.                      Greenfield.**

### **Springfield to Greenfield — East Side of River.**

An altogether different route between these points is on the east side of the Connecticut River, via Chicopee Falls, Willimansett, Holyoke (on west side), South Hadley Falls, Hadley, Sunderland, and Montague City. The peculiar situation of Holyoke — in a sharp bend of the river — makes a shorter run through Holyoke, with two crossings of the river, than around the eastern side; and we find this way is generally used in figuring touring schedules north and south over this course.

Leaving Springfield, keep *east* on Main St. to left turn on State St. (Masonic Temple on corner). Thence out State St., past U. S. Armory, to left turn on St. James Ave., keeping St. James Ave. over railroad tracks into Broadway, to Chicopee Falls. Cross Chicopee River and go straight up hill — Montgomery St. — up to Willimansett, and across river to Main St., Holyoke, nine miles. An even shorter run to Chicopee Falls is Main St. to Liberty St. (near railroad station, Springfield), to Broadway, and with trolleys to Chicopee Falls, thence as before to Holyoke, eight and one-quarter miles. Right turn from Main St. to Dwight St., center of Holyoke, would join the route to and from Northampton already given.

Leaving Holyoke, keep Main St. to Canal St. to County Bridge, then direct to brick-yards, making left turn to South Hadley Falls. Thence direct north — road parallels east side of

river, has no turns likely to confuse, and is not easily mistaken — via South Hadley, North Hadley, Sunderland, and Montague to Montague City and

40 miles from Springfield.

Greenfield.

### **HOLYOKE, MASS., AND WESTFIELD, MASS.**

These two places — the former on the Springfield-Pittsfield line, the latter on the Connecticut River line — are connected by a short route only nine miles in length. While some tourists, starting, say, at Holyoke, might prefer to make the longer run by way of West Springfield (or even by Springfield), knowledge of this short cut might be of advantage at times. Leaving Holyoke take Dwight St. to Northampton St., making left turn to church in suburb of Elmwood. Turn right to Ashley Ponds; after passing Ponds, turn right, then left (use care on hills), to bridge over Westfield River and

9 miles.

Westfield.

### **CONNECTIONS TO AMHERST, MASS.**

Amherst is curiously located, near several but on none of the main routes through central Massachusetts. Northbound or southbound, along the east side of Connecticut River Valley, Amherst is five miles direct from Old Hadley or 10 miles from South Hadley via Moody's Corner and the "Notch." It is also 10 miles from Belchertown (on South Hadley-Worcester route), via Dwight's Station and East Amherst. See map, pages 35 and 36, for approaches to Amherst from the east, south, and west.

### **SOUTH HADLEY, MASS., TO WORCESTER, MASS.**

**Connecting Route via Belchertown, Enfield, and Ware.**

From South Hadley, about midway between Springfield and Greenfield, east side of Connecticut River, there is an independent line to West Brookfield and Brookfield, where the main route between Springfield and Worcester is joined. This line might prove of useful interest to tourists bound from Northampton, the Hadleys, or Amherst to Worcester or intermediate points, though there is not apt to be any great volume of travel over it.

Turn east at South Hadley,  $3\frac{1}{2}$  miles to Granby Center; here turn left and afterwards right to Belchertown,  $10\frac{1}{2}$  miles. Follow turnpike to Enfield; turn right across bridge and on to old tomb. Take second right after passing tomb, and left fork to Ware Center. After passing church keep right to Main St.,

Ware; out Main St. to East Main St., cross railroad and take left fork. About one mile beyond take right fork, direct road with guideboards, to

**30 miles from South Hadley.**

**West Brookfield.**

Here take right fork, and one-eighth mile beyond, another right turn to Brookfield. At center of town turn right one block alongside small park, then left (in front of church), signs showing the way into Spencer road. Through E. Brookfield, taking left fork both at Furnace road and at fork beyond, thence with trolley to Spencer. Steep upgrade through Spencer and direct to Leicester over fine high roads, with grand views. Heavy down grade leaving Leicester (caution), and same through road into Main St. to City Hall,

**45 miles from South Hadley.**

**Worcester.**

### **SPENCER, MASS., TO FITCHBURG AND SOUTH GARDNER.**

From Spencer, 12 miles west of Worcester on the Springfield-Worcester main line, there is a direct route to Princeton, with close connections there to both Fitchburg and South Gardner.

Leave Spencer by Pleasant St., making left turn before coming to bridge, to Hillsville. Turn right by schoolhouse direct to North Spencer; cross Barre stage road, taking right fork near pond, on to Rutland. Turn left at Rutland for

**18 miles from Spencer.**

**Princeton.**

En route to Fitchburg from Princeton, keep north through East Princeton to Mt. Wachusett, West Fitchburg, and Fitchburg, 14 miles from Princeton; 32 miles from Spencer.

En route to South Gardner, turn left before reaching Princeton to North Rutland and on through Hubbardston to South Gardner, 31 miles from Spencer.

### **SOUTH GARDNER, MASS., TO WORCESTER, MASS.**

#### **Connecting Route via Jefferson.**

A glance at the map, pages 35 and 36, will show the importance of this short connecting link between South Gardner (on direct line between Greenfield and Boston) and the entire Worcester district. By its use the route from points north and west of Worcester to that city is materially shortened. The roads are good and the country exceedingly interesting. The country above South Gardner, while possibly traveled consider-



ably by motorists, is not covered by touring schedules available at this writing.

Leave South Gardner by direct road to Main St., Hubbardston; from Soldiers' Monument go down long hill, past cemetery to North Rutland, a very small place. Main road through Jefferson to Holden; keep on through Holden, crossing railroad at grade. Follow to Grove St., to trolleys, keeping same to Lincoln Square, to Main St.,

29 miles from South Gardner.

Worcester.

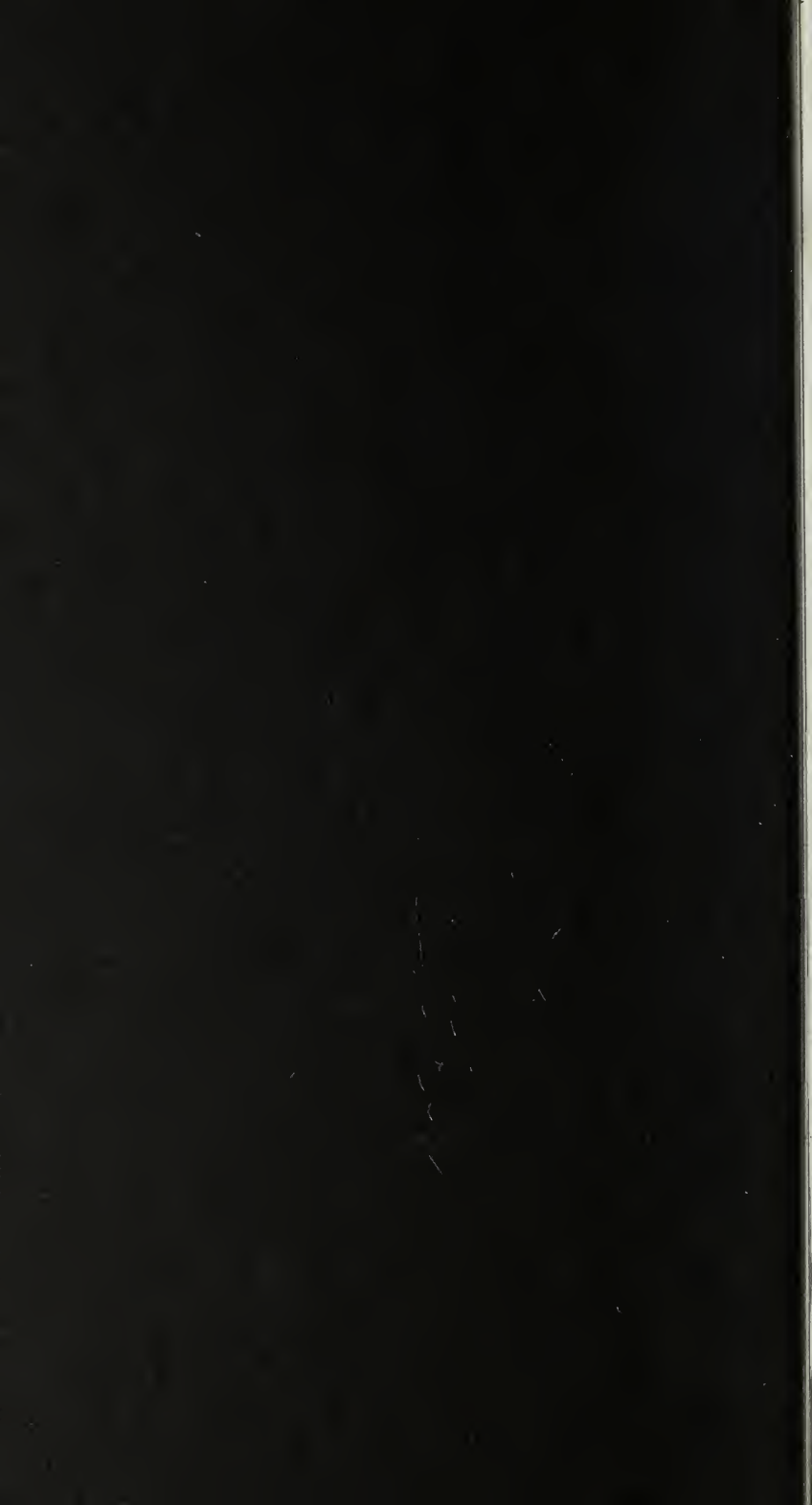
*SPECIAL NOTE. Principal tours in Connecticut, Massachusetts, and Rhode Island have now been given; but the subject would scarcely be exhausted were the entire volume devoted to a further elaboration of the same routes. In the following pages will be found the principal tours in Maine, New Hampshire, and Vermont. At Albany and Troy, N. Y.—western termini of several routes already given—immediate connections are made to Saratoga, Lake George, Lake Champlain, Schenectady, and other points in New York state.*

## MASSACHUSETTS HIGHWAY COMMISSION AND ITS WORK.

The motorist who tours much in Massachusetts cannot but be impressed by the plan upon which state highway construction is being carried on there. The highway commission, from the beginning, have had in mind the building of a system which shall, in the end, include the main roads throughout the length and breadth of the commonwealth. Some of these roads may be considered as covering the whole length of the state, although the shortest line across the state has not been given much weight, particular attention having been paid to such highways as would serve the largest number of populous communities.

The demand from different parts of the state has been such that the commission have felt compelled to define their policy with reference to the direction which the proposed highways would take. This effort has of necessity required the building of many short sections, which are separated by several miles of road as yet unimproved. Further than this, it has been deemed a wise policy to scatter the roads, so that each section built should not only form a constituent part of some main thoroughfare, but would also afford an object lesson to the community in which the road is built. Unquestionably, many of the towns have taken advantage of the object lesson thus offered and a considerable number of towns have purchased machinery and built roads in a substantial manner patterned after the state roads.

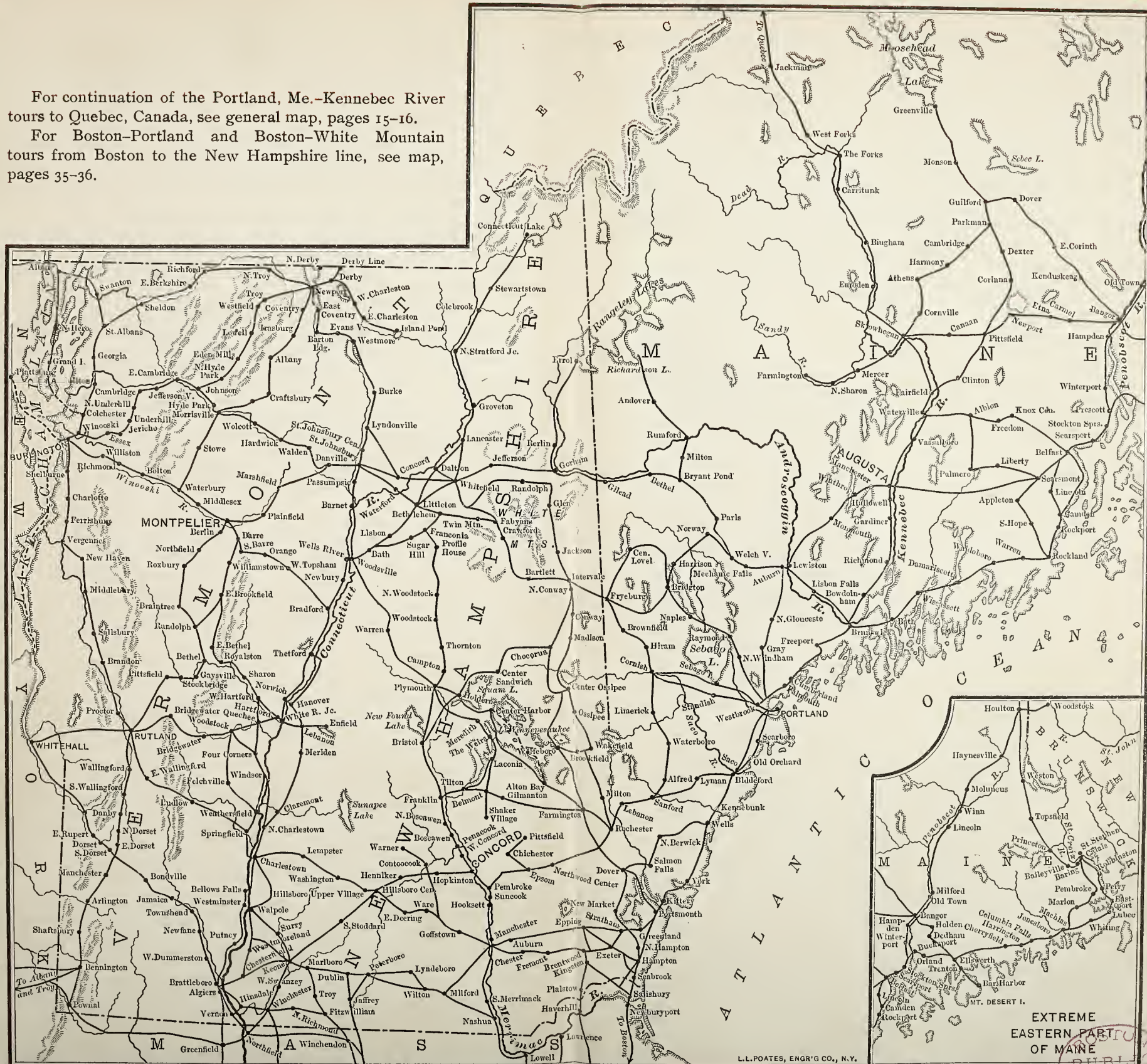






For continuation of the Portland, Me.-Kennebec River  
tours to Quebec, Canada, see general map, pages 15-16.

For Boston-Portland and Boston-White Mountain  
tours from Boston to the New Hampshire line, see map,  
pages 35-36.



UPPER NEW ENGLAND, SHOWING MAIN THROUGH HIGHWAYS AND PRINCIPAL CONNECTIONS IN MAINE, NEW HAMPSHIRE AND VERMONT.  
TOURS TO THE GREEN AND WHITE MOUNTAINS; ALONG THE NEW HAMPSHIRE AND MAINE COASTS; TO KENNEBEC AND PENOBSCOT RIVER  
POINTS; TO THE RANGELEY LAKES AND MOOSEHEAD LAKE.





## NEW ENGLAND ROUTES — CONTINUED.

### Principal Tours in Northeastern Massachusetts, in Maine, New Hampshire, and Vermont.

Upper New England is a section of magnificent distances and, with a few notable exceptions, of little-known roads. For the area, it has a comparatively small population, and is sufficiently distant from the populous cities from whence the majority of motorists come to make a through trip somewhat of an undertaking. Within the past two or three years, however, as the range of automobile touring has widened, the travel into Maine, New Hampshire, and Vermont has largely increased.

Excellent roads extend from Boston to nearly all points in northeastern Massachusetts, the run to Newburyport making an excellent start on the through line to Portsmouth, N. H., and Portland, Me. Elsewhere in northern New England good highways are encountered only in spots. The spirit of improvement is working, however, in all these states, and considerable will be accomplished in the reasonably near future.

At the present time information of the reliable sort is meager and confined largely to runs in the comparatively narrow belt along the ocean and to and from the White Mountains. Conspicuous among all the schedules which follow is the itinerary of the trip made by James B. Dill from Quebec, Canada, to Portland, Me., occupying pages 120-21. If motorists who make original trips would take equal pains to place the essential facts and figures in shape for use by others, this entire section would soon be an open book to the tourist.

### BOSTON-NORTH SHORE ROUTES.

#### The Thoroughfare to the New Hampshire Coast, and to Maine.

Boston, the original "Hub," is the center of one of the finest automobile touring districts in the United States, with inviting routes branching off in almost every direction. Among them all none is more deservedly popular than the trunk line system along the North Shore. It touches the ocean when barely out of Boston, and is used in whole or in part to hundreds of destinations. The maze of roads in eastern Massachusetts is at first confusing to the stranger, but with actual progress the way grows simpler and the country never fails to interest.

#### Two Direct Routes to Lynn.

This is the first noteworthy point on nearly all routes to North Shore points. The shortest and most direct line between Boston and Lynn is via Chelsea; hence it is used by many, espe-



cially those starting from or ending their trips in the downtown business district. From Tremont St. (near Scollay Square) or Washington St. (near Adams Square) — both points easily reached from the Common, Public Gardens, the State House, or the new Court House — turn right into Hanover St. Direct through old, crowded section of city to ferry at foot of Hanover St., landing at Winnisimmet St., Chelsea. Go out to left turn into Williams St., thence right turn on Broadway.

Broadway is badly paved for about five miles on the way to Lynn; after that it is excellent. Much of this pavement may be avoided by turning right after leaving the ferry, Chelsea, into Marginal St., to left turn into Shawmut St., to right turn into Central Ave., to left turn into Highland St.; thence into Spencer St., bearing left on Eastern Ave. into Broadway, farther on.

Desirous of avoiding the ferry altogether and yet keep this general route to Lynn, instead of turning right into Hanover St., Boston, *keep straight ahead on Washington St.* into Charlestown St. to Charlestown Bridge, a short distance to right of North Union Station. After crossing bridge, bend right almost at once into Chelsea St., direct through Charlestown, to and across the Mystic River into Broadway, Chelsea, joining route above. Thence Broadway direct over the "Meadows," same through road becoming Western Ave., into Common St. and City Hall,

9-10 miles.

Lynn.

### To Lynn via Middlesex Fells.

An entirely different route to Lynn, about twice the distance, but good riding and picturesque all the way, is across Harvard Bridge and through the Middlesex Fells. This is usually preferred by tourists starting from the Back Bay district and most of the outlying suburbs, and is a very desirable part of a "circular trip" to and from North Shore points. Directions this way are somewhat complicated, but exact following of same as given below will insure good going all the way.

From Massachusetts Ave — crossed by all avenues and boulevards west from the center of Boston — keep out across Harvard Bridge. Thence along Massachusetts Ave. to Central Square (small square on left), Cambridgeport; here turn right into Prospect St. and keep to left bend into Webster Ave., to Union Square, Somerville, short distance beyond. From this square bear right along Washington St. to left turn into Medford St.; keep Medford St. on past Winter Hill Station (on left) and Mystic Trotting Park (on right) to

6 miles from Boston.

Medford.

From center of Medford—Salem St.—bear right on Fells-way to left turn into Highland Ave. to right turn into Woodland Road. Keep Woodland Road to right turn on Wyoming Ave. to Wyoming, where turn right and cross railroad on Main St. to Melrose. On toward Melrose Highlands, bearing right on Summer St.; thence with trolleys to Monument Square, Saugus Center. Take right, then left to East Saugus, and straight on to Boston St. to Franklin St. and Common,

20 miles from Boston.

Lynn.

### Main Shore Road Beyond Lynn.

From City Hall, Lynn, Essex St. is a direct thoroughfare all way to Essex St. to center of Salem, and some through trips are planned this way. But most tourists prefer — especially in summer — the slightly longer run nearer the shore, via Upper Swampscott.

Via this shore line, turn right from common, Lynn, through business center of city; cross railroad and make left turn into Broad St. On with trolleys until they turn sharp right; here bear left over good road. Soon trolleys come back into this route; follow them into Lafayette St., entering Salem.

Keep Lafayette St. and Central St. to right turn on Essex St.; thence short distance to left turn on Elm St. and oblique left bend into "Washington Square North" (upper left hand side of common),

7 miles from Lynn.

Salem.

Leave Salem common by left turn into Winter St., a short connecting link into Bridge St.; turn right on Bridge St., on to bridge over Beverly Harbor to Beverly. At end of bridge bear right, then take second left — Rantoul St. — following trolley, curving road, to Wenham Lake. Keep main road through Hamilton to intersection with trolley line, which keep to Ipswich.

At square (church) bear left and through Main St. to engine house and watering trough. Turn right here and take next left, direct through Rowley (woods) and Burke's Corner to crossing over Parker River. After crossing river follow direct road — High St. — through Newbury Old Town and Newbury, down hill to right turn into State St., to square,

32 miles from Lynn.

Newburyport.

NOTE. This run from Boston is one of the best and most interesting in Massachusetts, with good roads from beginning to end. The round trip, taken in a leisurely, sight-seeing way, averages about 100 miles and is a favorite "Century Course" for motorists.

## **Newburyport, Mass., to Portsmouth, N. H.**

There are two ways of leaving Newburyport on the run to Portsmouth. One is via Merrimack St. from the square, over long bridge across Merrimack River to Salisbury, N. H., direct to Seabrook. A slightly longer run is left with trolleys from the square to the "Chain Bridge," on way to Amesbury. Cross this bridge to another bridge—both over the Merrimack—ahead short distance to signboards. Don't keep on to Amesbury, but turn right at these signboards, passing Rocky Hill Church on left to intersection with road direct via Salisbury just before Seabrook.

Keep through Seabrook toward Hampton Falls; notice bluffs on ocean front over to right. From Hampton, same through highway—Lafayette Road—is direct via Greenland (hamlet) to Portsmouth. Shore Road, somewhat longer but more picturesque, is reached by right turn at Hampton to Hampton Beach and along water front past Rye Beach.

Short roads lead down to other beaches, but main road bends upward to Rye (center). Go up hill from Rye, making right turn at top of hill, on to forks near schoolhouse; here bend left down hill to the South Road. Enter by Richards Ave. to Middle St. and either Court St. or State St. to Pleasant St. to Market Square, center of

**22½ miles from Newburyport.**  
Via Hampton and Rye Beaches.

**Portsmouth, N. H.**

## **Portsmouth, N. H., to Portland, Me.**

Cross toll bridge over Piscataqua River to Kittery, Me., and follow shore road northeast through York, Ogonquit, Wells Village, and Kennebunk to Biddeford. The beaches at York, Ogonquit, Wells, and Kennebunkport may be reached about a mile to right of this route. Roads mostly sandy and rough; this is not a favorable introduction to Maine, but conditions improve on further acquaintance. Leave Biddeford by Lincoln St. to Elm St., crossing Saco River to

**37 miles from Portsmouth.**

**Saco, Me.**

It is now the Portland Road, passing through Dunstan's Corner, Oak Hill, and Cash's Corner to the Vaughan Bridge spanning the Fore River just below Portland. There are some hills on the road from Biddeford to Portland, but the roads are fairly good and most upgrades may be taken on high speed.

After passing Vaughan Bridge keep to right (passing Western Cemetery on left) into Danforth St. On to High St., which



take by left turn on to right into Congress St., principal business thoroughfare of

51 miles from Portsmouth.

Portland, Me.

## RECAPITULATION OF DISTANCES BOSTON TO PORTLAND.

Boston to Lynn by either "direct route," 9-10 miles.

Boston to Lynn via Middlesex Fells, 20 miles.

### Lynn to Ipswich — Direct Line.

Places.	Local distances.	Remarks.
Lynn, . . . . .	0	
Salem, . . . . .	7	
Beverly, . . . . .	2½	Quickest route for through trips.
Wenham, . . . . .	5½	
Hamilton, . . . . .	7 = 22 miles.	
Ipswich, . . . . .		

### Lynn to Ipswich — via Gloucester.

Places.	Local distances.	Remarks.
Lynn, . . . . .	0	
Salem, . . . . .	7	
Beverly, . . . . .	2½	
Prides Crossing, . . . . .	4	Shore line to Gloucester, then inland via West Gloucester and Essex.
Manchester, . . . . .	4	
Magnolia, . . . . .	4	
Gloucester, . . . . .	4	
West Gloucester, . . . . .	4	
Essex, . . . . .	3½	
Ipswich, . . . . .	7 = 40 miles.	

### Ipswich to Portsmouth, via Hampton Beaches.

Places.	Local distances.	Remarks.
Ipswich, . . . . .	4½	
Rowley, . . . . .		
Burke's Corner, . . . . .	4	Roughly speaking, this is the middle third of the Boston-Portland trip.
Newbury Old Town, . . . . .		
Newbury, . . . . .	4	
Newburyport, . . . . .		
Salisbury, . . . . .	22½ = 35 miles.	
Hampton's, . . . . .		
Portsmouth, . . . . .		

Portsmouth to Portland via Biddeford-Saco, 51 miles.

From these figures the tourist will be able to calculate the distance traveled on this trip, whichever route he may take between Boston and Lynn or between Lynn and Ipswich. This distance will vary from 118-120 miles (slightly more than the railroad mileage), to 146 miles, or even more with detours to the beaches between Portsmouth and Portland. Possibly useful also in planning trips over part of this course.

## PORTLAND, ME., TO BOSTON, MASS.

### Reverse of Boston-Portland, Maine, Route — Condensed.

Leave business center of Portland south on Congress St. to left turn into High St., which keep to right turn on Danforth St. Out Danforth St., past Western Cemetery, on right, and cross Vaughan Bridge into the Saco Road. Keep this main road through Cook's Corner, Oak Hill, and Dunstan's Corner to Saco, and cross Saco River to Elm St. and Lincoln St., Biddeford.

On main road through Kennebunk, Wells Village, Ogonquit, and York to Kittery, Me. At Kittery bear left to cross bridge over Piscataqua River, turning left again after crossing into Market St., on to Market Square, center of

51 miles from Portland.

Portsmouth, N. H.

Leaving Portsmouth, go *west* on Congress St. to intersection of Middle St., which take by left turn. Out Middle St. short distance, to where Richards Ave. branches off left; this is the dividing point for the two optional routes to Hampton and Newburyport.

If going via the direct line, keep Middle St. all way into the Lafayette Road, and on via Greenland (hamlet) to Hampton, Hampton Falls, and Seabrook. For quick through trips this route is preferable.

Via Shore Road, bend left on Richards Ave. from Middle St., Portsmouth, to intersection with South St. Swing right one block and out Miller Ave. into Sagamore Ave., soon crossing Sagamore Creek; then by Rye Center to Rye Beach and Shore Road to Hampton Beach.

Turn right from beach to Hampton (where other road joins), and through Seabrook; just beyond Seabrook road forks for two different entrances into Newburyport. Direct road is via Salisbury to bridge across Merrimack River and Merrimack St. to Square, Newburyport.

Or go by "Chain Bridge," bearing right just beyond Seabrook, keeping on to Rocky Hill and to intersection with Amesbury-Newburyport road (signboards). Here turn left and keep with trolley to Square,

73½ miles from Portland.

Newburyport.

Leave Newburyport by State St. to High St.; then main road through Newbury, Newbury Old Town, to crossing over Parker River. On via Burke's Corner and Rowley to Main St. and Square, Ipswich. At church facing Square turn right short distance with trolley, then main road again past Hamilton and

Wenham (town and lake) to Cabot St., Beverly. On Cabot St. to bridge over Beverly Harbor to Bridge St. to left turn into Winter St. to Washington Square North ("The Common"),

113-114 miles from Portland.

Salem.

Leave Salem by keeping straight alongside Common to Elm St. at farther end. On Elm St. short distance to right turn on Essex St., direct to Essex St., Lynn. For Shore Road turn left from Essex St. into Central St., direct to Lafayette St. and upper Swampscott to Lynn, as per detail given in the Boston-North Shore routes.

Direct route Lynn to Boston: Central Square to Central Ave. and Lynn Common; thence Western Ave. to Broadway, across marshes to Chelsea Ferry. Take ferry to foot Hanover St., and up Hanover St. to business center of

118 miles (direct all way) from Portland.

Boston.

For optional entrances into Boston, via Charlestown Bridge. reverse minute riding directions given pages 106-7.

*SPECIAL NOTE. Entering Boston from the north or west via Charlestown Bridge, the riding directions to the branch office of the Hartford Rubber Works Co., 494 Atlantic Ave., would be direct from the bridge to Commercial St., and Atlantic Ave. to the branch, on the water side of the avenue, almost opposite the end of Pearl St. This office is conveniently reached also from either the North or South Union Station, as well as from all steamship docks in Boston.*

## NAHANT; MARBLEHEAD; GLOUCESTER.

**Connections to Each from the Shore Route Between Boston and Ipswich.**

These three popular side trips from the trunk line highway system along the northeastern Massachusetts coast are considerably traveled, especially in midsummer. In the relatively small district, including all of them, the motorist may spend a day or a week traveling over magnificent streets, well-kept roads, most of the time within sight or hearing of the shore.

Nahant, Marblehead, and Gloucester are frequently reached as short round trips from Boston; but the detail of optional exits from Boston is too great to be repeated in each case. For this reason the foregoing main route north and east from Boston has been given in detail, with particular care, and the tourist has only to follow the schedules there given to the point where the short connecting line branches off to the particular resort he wishes to reach.



### **Lynn — Nahant Beach.**

To Lynn by either of the routes already described; at railroad station bear right (leaving station on left). Turn first right and keep straight down the Nahant Road, perfectly smooth and a relief from the pavements encountered through Lynn. The approach is over a narrow isthmus, but farther out the peninsula widens. Principal points of interest are Eastern Point and Bass Point.

5 miles from Lynn.

Nahant.

### **Lynn — Marblehead Beach.**

From Market St., center of Lynn, turn left into Broad St., taking right fork at Washington Square to Nahant St. Bear left on Ocean Ave. to Swampscott. Keep Humphrey St. with trolleys to right fork into Orient St.; turn right at Ocean St. to

7 miles from Lynn.

Marblehead Neck.

This route also connects northward to Salem. From depot, Pleasant St., turn right at mile post. Pass cemetery on left, down grade via Forest River Road, over Forest River bridge, entering Salem by Lafayette, Central, and Essex Sts., 5 miles from Marblehead Neck.

### **Beverly — Manchester — Gloucester.**

En route from Salem, cross bridge over Beverly Harbor to Beverly, where the Gloucester detour begins. Bear right from bridge into Cabot St., and turn right into Hale St. at large frame church. Keep Hale St. through Beverly Farms to West Manchester and Manchester, making many turns and twists, but still direct.

To and through Manchester and out Summer St., about three miles out bear right and keep direct road through the Magnolia Woods. Road winds and there are several grades; travel with care when way is not plain ahead. Western Ave. to Main St.,

15 miles from Beverly.

Gloucester.

Optional entry into Gloucester is right bend into the Magnolia-Norman road (shore route) past the reef of "Norman's Woe," whereon the schooner Hesperus was wrecked.

NOTE. Rockport is reached from Gloucester by following Main St. north into Eastern Ave., past Great Hill; distance Gloucester to Rockport, seven miles. Connection is also had to

Ipswich via W. Gloucester and Essex. Directions: Follow trolley to Ipswich Junction, where turn and keep Ipswich-Georgetown trolley to Ipswich, 14½ miles. This road is not good and there are three or four bad grades.

## OLD ORCHARD BEACH, ME.

### Detail of Routes from Saco and Portland, Me.

This superb beach—seven miles of hard-packed, smooth sand—is the nearest northern rival to the celebrated beaches at Ormond, Florida, where so many world's records have been made. When the tide is low speeds above a mile a minute are easily made with cars built for it. This beach is near the main route between Portland and Saco, Me., and all tours between Boston and Portland pass within a few minutes ride of it.

Saco to Old Orchard: From bridge over Saco River (from Biddeford, Portsmouth, etc.), keep ahead one mile to Old Orchard road, thence to Old Orchard, four miles. Optional route: Keep Portland Road about four miles from Saco (schoolhouse), turning right two and one-half miles farther to Old Orchard.

Portland to Old Orchard: Leave Portland as for the Saco-Portsmouth-Boston trip (Congress St. to High St. to Danforth St., across Vaughn Bridge to Saco Road). Keep Saco Road nine miles to Dunstan's Corner; here turn right to Pine Point, and along shore to Old Orchard, 15 miles from Portland.

## MAINE COAST ROUTES.

### Portland to Brunswick, Rockland, Belfast, Bangor, and Bar Harbor.

The various lines comprising the Maine coast routes open up one of the most interesting and picturesque sections in America, and, while the amount of travel over them has not up to this time been very great, a number of successful automobile tours have been made. Returning tourists have much to say in favor of Maine hospitality, and all agree that supplies may be had in enough of the towns and villages to carry through any of the schedules which follow.

Maine roads are on the whole much better beyond Portland than they are on the second half of the Boston-Portland run. Even those in the extreme eastern part of the state, perhaps 30 or 40 miles from a railroad, are fine, and, though hilly at times, they can be taken with ease by a motor car properly equipped for pioneering trips. A motorist who has traveled considerably in various parts of the state writes as follows: "The hardest

roads I have found are from Portsmouth, N. H., to Kennebunk, Maine, and from Portland to Waterville."

Signboards are frequent, and the chances of mistaking the route are less than in the more thickly settled states. With a superb midsummer climate, and the opportunity to combine marine sport with automobiling if desired, this section is unique and fully deserving of the popularity which is gradually coming to it.

### Portland to Brunswick.

A glance at the map, pages 103-4, will show how the 25-mile stretch from Portland to Brunswick is the first link, not only in the run to the coast points beyond, but also to the important lines along the Kennebec and Penobscot rivers. Over it passes most of the road travel to and from northern and eastern Maine.

Leaving Portland for Brunswick, keep Congress St. — the principal business thoroughfare — to oblique left turn into Washington Ave. Direct on Washington Ave. to and over Tukey's Bridge (spanning arm of harbor), to suburban village of East Deering. On same avenue short distance to right turn into Veranda St.; this street makes two bends, but is direct past Marine Hospital to Martin's Point Bridge over the Presumpscot River.

Thence straight with telegraph poles through Falmouth, Foreside, Cumberland, Yarmouth, and Freeport. Roads fair to good; some clay between Yarmouth and Freeport, and a few sandy spots on the last end. Direct to Main St., center of

25 miles from Portland.

Brunswick.

### Brunswick to Rockland, Belfast, and Bangor.

Follow Main St. south through Brunswick, turning left back of Congregational Church to (locally) Cook's Corner. At this "Y" take either right or left road (right the more hills) to Bath, 10 miles. Take ferry from Bath across Kennebec River to Woolrich (12 m.), thence direct through Wiscasset (22 m.), Damariscotta (31 m.), Waldoboro (41 m.), Warren (48 m.), Thomaston (53 m.), to Rockland. Roads average good, but are hilly and rough in spots.

57 miles from Brunswick.

Rockland.

Keep Main St. to right with telegraph poles N. W., almost straight road to Rockport, two bad hills between. On to Camden, then with telegraph poles, over Spring Brook Hill ( $\frac{3}{4}$  m. long; use care), to Lincolnville. If thought best to avoid Duck-Trap Hill, near Lincolnville, turn left and go around it.



With telegraph poles to Saturday Cove, where take shore road through camp ground to Brown's Corner. Road (old stage route) somewhat hilly, but grand scenery, with fine view of Penobscot Bay and across to Islesboro. Turn left at Brown's Corner (Northport) to

28 miles from Rockland.

Belfast.

85 miles from Brunswick.

Leave Belfast by Franklin St. to High St.; turn left across bridge and up "Bridge Hill." Turn right on Searsport Road, then direct, following shore, through Stockton. Roads fair to good; after leaving Stockton there is a steep rise, but the view from top embraces Penobscot Bay, the Islands, Camden Mts., etc. Then down grade and a fine run to Prospect and Frankfort. To and through Hampden and the Hampden Drive to

34 miles from Belfast.

Bangor.

119 miles from Brunswick.

In all, a run of 144 miles from Portland; probably 150-160 miles as it will ordinarily be taken. This is about the distance by road from New York city to Albany, N. Y., and may be covered about as easily by motor car.

Bangor boats in summer call at Rockland and principal lower Penobscot River ports, making it possible, if desired, to ship car over this portion of route either way.

### Bangor to Bar Harbor.

Turn right from Main St., center of Bangor, into Exchange St., bending left on Washington St. to cross toll bridge over Penobscot River to Brewer. On through Brewer to Holden Center, Dedham, and Ellsworth Falls to Ellsworth (26 m.); hilly to near Ellsworth, then principally down grade.

Leave Ellsworth by right turn from Main St. to High St., thence south over Trenton Road to Trenton (36 m.). Cross toll bridge at Trenton to Mt. Desert Island, keeping along shore road. Take all left turns except by-roads, by Salisbury Cove and Hall's Cove to

47 miles from Bangor.

Bar Harbor.

166 miles from Brunswick.

NOTE. Eleven miles of this run are upon Mt. Desert Island. At present writing (April 15, 1905), use of motor cars is prohibited. Make inquiries at Bangor or Ellsworth as to any change in regulations.

### Optional Route Belfast to Bar Harbor.

Most road travel to and from Bar Harbor is via Bangor and the route already given, particularly as there are good connections from Kennebec River cities (principally Augusta, Waterville, and Skowhegan) to Bangor. It is possible, however, to cut out Bangor entirely, and save considerable mileage by crossing the Penobscot River to Bucksport and directly across to Ellsworth.

Directions via Bucksport: Leave Belfast by High St., north, turning right at Bridge St. to bridge. Cross bridge and follow water front to Searsport Harbor Cove, where turn left. Turn right at schoolhouse and again right at Prospect to ferry, crossing same to Bucksport. Out four miles to Orland and seventeen miles farther to Ellsworth, connecting with route already given to Bar Harbor.

Distance from Brunswick to Bar Harbor this way, 146 miles; 20 miles less than via Bangor, plus the ferry transfer to Bucksport. Portland to Bar Harbor via Bangor, 191 miles; via Bucksport, 171 miles.

### MT. DESERT ISLAND.

Mt. Desert is very irregular in outline, its shore being everywhere indented with bays, coves, creeks, and inlets; extreme length from north to south,  $15\frac{1}{2}$  miles, greatest width, 13 miles. It is separated from the mainland on the north, northeast, and west by the Union River Bay and Blue Hill Bay; nearest approach to the mainland is at the narrows, where the island is connected with Trenton by a toll bridge one-quarter mile long. It has 13 distinct Mountain peaks: Green Mountain is 1,527 feet above sea level; Sargent's, 1,344; Dry, 1,268; Pemetic, 1,262; Newport, 1,060. A striking feature of Mt. Desert is the rocky shore which extends nearly around it, rising at some points into bluffs, with perpendicular walls, against which the waves dash with fury. The water is often thrown to a height of 15 feet when it dashes against the sea-wall at Southwest Harbor, and at Northeast Harbor a road has been built over one of these sea-walls.

### Side Runs from Bar Harbor.

The Ocean Ride: Take Main St. south to left turn at "Y," and Shore Road for about three miles to Schooners Head (see the Spouting Horn, which blows after a storm), and Anemone Cave, on to Great Head, and three miles farther to Otter Cliffs; return by way of the Gorge. Distance in all about  $13\frac{1}{2}$  miles; road good, some hills.

Eagle Lake Ride: Main St. south to Mt. Desert St., ending at Eagle Lake Road; follow latter to foot of Green Mountain, past Kebo Club grounds, and on to lake. Good fishing and boating or canoeing here. Distance about three miles each way; road very hilly; return down grade.

Green Mountain Ride: Main St. to Mt. Desert St. and Eagle Lake Road past Kebo Club grounds to guideboard, which directs to Green Mountain road. Distance about two miles from Bar Harbor, and about two miles farther to top of mountain. Another route is by way of Eagle Lake to foot of mountain (three miles); good hotel on top of mountain, also fine view of surrounding country.

Twenty-two Mile Ride: So called because of being a round ride of 22 miles of interesting scenery. Main St. south, turning



GENERAL VIEW OF MOUNT DESERT ISLAND.

right at "Y" of roads, then on through Gorge. Turn right at next "Y," and direct to Seal Harbor, where may be seen a natural sea-wall. On to N. E. Harbor, and up Somes Sound, between the upper and lower Hadlocks Ponds, through the Gorge between Brown and Sargent Mountains. Turn right at head of Sound into Somesville road, past Eagle Lake into Eagle Lake road, past the foot of Green Mountain, on to Bar Harbor, down Mt. Desert St. into Main St. Roads very fair and grade easy.

Up to this time every means has been taken to prohibit the use of motor cars on Mt. Desert Island, but the measures adopted are too radical to long survive, and the above is given as an informal introduction to Bar Harbor and vicinity.



## PORTLAND, ME., TO KENNEBEC RIVER POINTS.

### Augusta, Waterville, Skowhegan, Moosehead Lake, and Moose River Tours.

The first 25 miles of this run, from Portland to Brunswick, are identical with the routes already given to the farther Maine coast. To Brunswick (condensed): Congress St., Portland, to Washington Ave., across Tukey's Bridge to E. Deering. Right turn into Veranda St., past Marine Hospital to Martin's Point Bridge; thence with telegraph poles through Falmouth, Foreside, Cumberland, Yarmouth, and Freeport to

25 miles.

Brunswick.

### To Augusta and Waterville.

At Brunswick the direction of this route changes from east to north. Keep Main St. across bridge to Topsham, with choice of routes the next nine miles to Bowdoinham. In dry weather turn right and follow river, but after heavy rains it is better to keep road bordered by telegraph poles; longer by river road but less sand. On to Richmond and by "Meadow Road" to Gardiner; local roads here are confusing; make inquiries, if possible.

Follow wires from Gardiner, over some steep hills, to Hallowell and Augusta. Pass through Farmingdale, then level road for two miles; farther on, Loudon Hill — hard climb but safe descent. Then "Steam Mill Hill" (look out for railroad crossing at bottom), when in sight of State House, splendid descent into

33 miles from Brunswick.

Augusta.

58 miles from Portland.

NOTE. This route is all the way on west side of Kennebec River; east side route not recommended.

Continuing up the valley of the Kennebec, turn left from Water St. and go over bridge; then right up Coney to Bangor St. Turn left and straight road up east side of river through Riverside and Vassalboro to Winslow. Hilly and some sand to Vassalboro; better going beyond. Cross bridge to west side, to

18 miles from Augusta.

Waterville.

### To Dexter and Moosehead Lake.

At Waterville the route along the upper Kennebec River divides into two parts, (1) to Dexter and Moosehead Lake, and (2) to Skowhegan and Moose River.

1. This is the "sportsmen's route" to Moosehead Lake

and is a very good run, with roads much superior to the average in New England. Leave Waterville via College St. to Fairfield, and through Fairfield by Main St. to bridge. Cross river and bear left into Benton; thence on through Clinton, up long hill. Bear left, then straight road to Burnham, 14 miles from Waterville. Mostly direct road now through Pittsfield (21 m.), Newport (28 m.), Corinna (35 m.), Dexter (42 m.), Sangerville (50 m.), Guilford (52 m.), Abbott (55 m.), Monson (64 m.), Shirley (71 m.), to

**78 miles from Waterville.**

**Greenville.**

This is the end of routes projected to the Moosehead Lake region. Distance from Brunswick to Greenville, 129 miles; from Portland to Greenville, 154 miles.

## **2. To Skowhegan and Moose River.**

Leave Waterville by College St. direct to Fairfield (two miles), with a choice of routes for the next 15 miles to Skowhegan. (1) Main St. from Fairfield, thence via Shawmut and Pishon's Ferry, is sandy in places; (2) Western Ave., from Fairfield to Fairfield Center, is more hilly, but has fine scenery. Make local inquiries, with special regard to weather conditions.

Take Water St. and Madison St. from Skowhegan, turning first left after crossing small bridge. Bear left direct to Patterson's Bridge, thence right along river to Solon Ferry and Solon Village. Cross small bridge to left and keep direct road to Bingham and The Forks, where turn left for Parlin Pond and

**93 miles from Waterville.**

**Moose River.**

Carrying Place Pond is about halfway between Bingham and The Forks, somewhat to the left of this road. It is related that Benedict Arnold, on his expedition to Quebec, proceeded up the Kennebec River to this point and transported his boats overland to Carrying Place Pond. From thence he made his way into the Dead River and finally to Quebec.

Except for the last 15 miles of above route (Parlin Pond to Moose River), the through line now given from Portland and Brunswick, via Augusta, Waterville, Skowhegan, The Forks, etc., is also the route between Portland and Quebec, the latter only 140 miles from The Forks by fair-to-good roads. For the riding details of this entire run, with notations of road materials and conditions between important points, see the two pages immediately following.

# Automobile Route from Quebec, Canada, to Portland, Maine

## Complete Touring Schedule from the St. Lawrence River to the Sea, via the Rangeley District

(This is the itinerary of one of the most remarkable automobile tours ever taken—by James B. Dill, the well known New York lawyer, and party, in July, 1904. Mr. Dill not only made the pioneer trip from Quebec, Canada, to the Rangeley district, and thence to Portland, with creditable success, but he has furnished to the motor touring public a schedule which is a model of its kind. It is at once a discovery and an interpretation of a section to the greater part of which this form of travel is entirely new.—THE COMPILERS.)

### First Part: Quebec, Can., to Rangeley, Me.

RUNNING DIRECTIONS	TOWNS	DISTANCE IN MILES		ROAD	GRADES — Level n Rolling ^ Hilly	ACCOMMODATIONS AND SUPPLIES
		From Start	Between Towns			
Cross ferry to Pt. Lewis; take left hand road up hill, grade not difficult; turn right with car track to St. George Street, left into St. Henri Street, toll-gate about two miles from ferry. Straight macadam road to.....	St. Henri Junction St. Henri	11 <sup>1</sup> / <sub>4</sub> 14 <sup>1</sup> / <sub>4</sub>	11 <sup>1</sup> / <sub>4</sub> 3	Macadam; fair Macadam; good	— —	No supplies Quebec to Beauceville (St. Francis) to which point supplies must be shipped in advance from Quebec.
Cross railroad track straight to St. Henri.....						
At St. Henri turn right across toll bridge, continue 2 <sup>1</sup> / <sub>4</sub> miles to hamlet where road turns to left, 1/2 mile further at white barn turn right direct to Scott's Junction.....	Scott's Junction St. Marie	28 <sup>5</sup> / <sub>8</sub> 34 <sup>3</sup> / <sub>8</sub>	14 <sup>3</sup> / <sub>8</sub> 5 <sup>3</sup> / <sub>4</sub>	Clay and gravel, fair Gravel; good	— —	
Follow Chaudiere river and valley straight road to.....	Beauce Junction St. Joseph	41 <sup>3</sup> / <sub>8</sub> 46 <sup>5</sup> / <sub>8</sub>	7 5 <sup>1</sup> / <sub>4</sub>	Good Good	— —	
Continue down by stream, no other road to.....	Beauceville (formerly St. Francis)	57 <sup>1</sup> / <sub>4</sub>	10 <sup>5</sup> / <sub>8</sub>	Dirt; good	—	
Beauceville Hotel end of railroad.....						Beauceville Hotel. Gasolene must be sent by freight from Quebec to this point. No gasolene from here to Jackman, Maine.
Straight down valley by river, on left hand side, through St. George to.....	Jersey Mills P. O.	69 <sup>1</sup> / <sub>2</sub>	12 <sup>1</sup> / <sub>4</sub>	Good	Short hills	
At Jersey Mills P. O., McGrath's Hotel, turn to the left up the hill, leaving the Chaudiere Valley and following the Riviere de Loup over the hills to.....	- St. Anne Boundary line	86 <sup>5</sup> / <sub>8</sub> 97 <sup>1</sup> / <sub>8</sub>	17 <sup>1</sup> / <sub>8</sub> 10 <sup>1</sup> / <sub>2</sub>	Good Good	^ ^	
Straight on to.....	Sandy Bay Stetson Jackman	101 108 <sup>5</sup> / <sub>8</sub> 112 <sup>1</sup> / <sub>2</sub>	37 <sup>8</sup> / <sub>8</sub> 3 <sup>1</sup> / <sub>2</sub> 37 <sup>8</sup> / <sub>8</sub>	Good Good Fine	^ ^ ^	
where there is a little hotel, "The Line House." Down steep hill and ascending again over the hill to..... Passing around Bald Mountain, straight road to..... Descending by easy grades over a fine road to..... From Jackman by Kennebec Stage route: good road, ascend by easy grades to..... Straight road, easy down grade to..... Descending, cross to eastern bank of Kennebec River to.....	Parlins Pond West Forks Hotel Forks Hotel	125 <sup>5</sup> / <sub>8</sub> 135 140 <sup>1</sup> / <sub>8</sub>	13 <sup>1</sup> / <sub>8</sub> 9 <sup>8</sup> / <sub>8</sub> 5 <sup>1</sup> / <sub>8</sub>	Dirt; good Good Good	n ^ n ^ —	Newton House. Gasolene can be purchased at Jackman.



Continue down the River road to.....	Bingham	163%	23½	Good	Hotel. Gasolene may be purchased.
Continue to.....	Solon	172½	8½		—
Leave the Kennebec by crossing the river, either by ferry at cemetery and 4 miles further cross bridge to North Solon. Turning to the right to.....	North Anson	182¾	10¼	Gravel	Hotel. Gasolene may be purchased.
Turning to the right to.....	North New Portland	190%	8	Gravel; good	Hotel.
Take Dead River road, ascending by easy grades and fair road to "Height of Land," thence by an excellent road, passing Flagstaff on the right, to.....	Stratton	219¾	20¾	Gravel; fine	Hotel.
Cross river; at water fountain take left hand road up hill to Direct to.....	Dead River Station	242¼	22¾	Gravel; fine	—
	Rangeley Lake House	246¾	4½	Gravel; fine	All supplies.

From Quebec, Canada, to Jackman, Maine, no gasoline or supplies are obtainable; nor are there any supplies after leaving Jackman, Maine, until the Forks are reached. From the Forks to North Anson gasoline is to be had in practically all the towns. From North Anson to Rangeley no gasoline is obtainable, unless ordered in advance at Flagstaff, Eustis, or Stratton. The hotels at either place will obtain it at a day's notice.

Too much cannot be said of the scenic beauty of this route, while the roads, especially through the Dead River region, are firm, hard, and smooth. If another such 70 miles of road as good as macadam exist in any other hunting and fishing region they are not well known to the public. Speed limitations are unknown. The hotels are small, but neat and clean. The country is wild, abounding in trout, partridges, and deer. The last two were frequently seen from the machine en route.

## Second Part: Rangeley, Me., to Portland, Me.

RUNNING DIRECTIONS	TOWNS	DISTANCE IN MILES		ROAD	GRADES	ACCOMMODATIONS AND SUPPLIES
		From Start	Between Towns		Level Rolling Hilly	
Retrace route through Dead River region to.....	North Anson	64	64	Dirt	—	(Consult Hotel and Garage Directory.)
Straight road to.....	Anson	69	5½	Dirt	—	
Cross river to.....	Madison	69½		Dirt	—	
Leave river, direct road to.....	Skowhegan	70½	10	Dirt; some sand	—	
Follow river to.....	Waterville	97	17½	Dirt; good	—	
Again follow river to.....	Augusta	115	18	Dirt; good	—	
Cross river, follow river through Hallowell, Gardiner, Richmond, Bowdoinham, to.....	Brunswick	148	33	Dirt; good	—	
From Brunswick, leaving the river the road runs direct to.....	Freeport	157	9	Sandy near Brunswick; only fair	—	
Straight to.....	Yarmouth	163	6	Clay; poor	—	
Continue through.....	Falmouth	168	5	Clay; fair	—	
Ascending easy grade to.....	Portland	174½	6½	Gravel; good	—	

NOTE—A route shorter in miles, but ascending and descending heavy grades, is that from Rangeley to Phillips, Farmington, Lewiston, and Portland. Familiarity with both routes inclines to the route up the Kennebec Valley and through the Dead River region.

JAMES B. DILL.

## WHITE MOUNTAIN TOURS.

### Main Through Routes to Central and Northern New Hampshire.

Nowhere has automobiling achieved a more thoroughgoing popularity than in the White Mountains. While far enough removed from the large cities to make a trip to and from them something of an undertaking, the roads are generally good and not difficult to follow, the scenery is superb, and the number of separate trips practically without limit. Hotel accommodations are first-class in the best known resorts; elsewhere they are fair; almost invariably neat and comfortable. Garages, as such, are as yet few in number, but gasoline is nearly always obtainable, though varying somewhat in test.

The stranger will possibly be surprised to note how centrally the White Mountains are located in northern New England, considered as a whole. They are about midway between the Maine coast on the east and Lake Champlain on the west; also about midway between Boston and Montreal. Though the range is composed of many high peaks — the best known of them all, of course, Mt. Washington — this district is easily approached from practically any direction, over natural routes suited to the topography of the country. Hence the multiplicity of touring schedules from Boston, the Maine coast, the Connecticut River valley, Vermont and Canadian points to the White Mountains.

Motorists planning trips into this section should go fully equipped for occasional difficult running, with a complete outfit of tools and at least one extra tire. The season is naturally shorter here than in lower New England, averaging from June 1st to October 15th. In September and October the mountains are in their greatest glory, the air is clear and crisp, the roads are almost free from dust, and the autumn foliage magnificent. The leaves begin to turn about the first of September and last well into October.

### BOSTON-WHITE MOUNTAINS THROUGH ROUTE.

#### Via Lowell, Nashua, Manchester, and Concord.

From Massachusetts Ave. — crossed by all exits west from Boston — keep out across Harvard Bridge. Thence along Massachusetts Ave. to Central Square, Cambridgeport; here turn right into Prospect St. and keep to left bend into Webster Ave., to Union Square, Somerville. From this square bear right along Washington St. to left turn into Medford St.; keep Medford St.

on past Winter Hill Station (on left) and Mystic Trotting Park (on right) to Medford. At Square, Medford, turn left on Purchase St. to Symme's Corner, and into Beacon St., bearing left to intersection with Church St.; thence to Town Hall,

**10 miles from Boston.**

**Winchester.**

### **Optional Route Boston to Winchester, via Lexington.**

Winchester is a small place, where connection is made to and from Boston via Lexington. Directions: Boston to Harvard Bridge and Cambridge, as before; but instead of turning off toward Medford, keep direct on to Harvard Square. Massachusetts Ave. continues on through Arlington to E. Lexington and Lexington; thence with car tracks into Church St. to Winchester.

### **North from Winchester.**

At Town Hall, Winchester, take left fork direct to Square, Woburn, with its many signboards. Turn left from Square into Winn St., over excellent roads, into the Boston and Lowell highway, through Burlington into Billerica.

About one mile beyond Billerica, road turns along Concord River; turn sharp to left, cross river, and turn right on direct road past cemeteries, under railroad bridge. Pass County Jail and down steep hill (caution) to B. & M. R. R. station and into Middlesex St., running along the Merrimack River,

**28 miles from Boston.**

**Lowell.**

Middlesex St., Lowell, is a direct road to North Chelmsford and Tyngsboro, where cross Tyngsboro Bridge, turn right and follow river road (macadam and gravel) to Railroad Square, Nashua. Keep north through Nashua on west side to bridge across river to Goff's Falls. Cross to Goff's Falls, and up east side of river to

**57 miles from Boston.**

**Manchester, N. H.**

Leave Manchester by the west (left-hand) side of river and straight ahead on direct road to bridge which crosses to Hookset. Cross to Hookset and on short distance to Suncook; pass through Suncook and follow car tracks up Pembroke St. Where trolleys turn off, keep straight ahead (signs) into Main St.,

**75 miles from Boston.**

**Concord.**

Leaving Concord, follow the car track straight ahead for six miles to Penacook, passing straight through Penacook to



Boscawen, North Boscawen, and Franklin. From Manchester to Suncook roads are fair; from Suncook to Concord, good, with the exception of two small hills; from Concord to Penacook, extra good; from Penacook to Franklin, fair, with some sand.

From Franklin, 103 miles from Boston, continue up the Merrimack River to and through Bristol to Plymouth, where the Pemigewasset valley is entered. Direct through the valley, via Blairs, Campton, Thornton, and North Woodstock, to Lincoln, a hamlet above N. Woodstock. Lincoln is the end of the railroad from Boston and intermediate points, and the old stage route is followed past Flume House and Profile House direct to and through

**174 miles from Boston.**

**Franconia Notch.**

Better stop at Flume House long enough to visit the Flume (across road from the hotel), also see the Pool, and be on lookout on left-hand side of road for the Basin. When approaching Mirror Lake, which is directly under the "Old Man of the Mountain," the tourist will find the cleared spot near summer-house on lake the best point for observation. Echo Lake is three-quarters of a mile beyond Profile House, and this, too, is well worth a visit.

Direct from Franconia Notch, down long, steep hill (go slow — dangerous) to Forest Hills Hotel. Turn right at village and take Bethlehem St. up long hill to Bethlehem; thence main road, most of way with railroad, past Bethlehem Jct. to Twin Mt. House. Either continue along with railroad through the valley of the Ammonoosuc River, or taken new (shorter) road from Twin Mt. House to

**Fabyan House and Bretton Woods P. O.**

**190-200 miles from Boston.**

Fabyan House and Bretton Woods are both near to base of Mt. Washington, trains to summit running from each place. This is generally considered the central point in the entire White Mountains district.

*SPECIAL NOTE. No satisfactory reverse routes from the White Mountains to Lowell are yet available.*

## **LOWELL, MASS., TO BOSTON, MASS.**

**Reversing Boston-Lowell Section of the White Mountain Tour. Short Line via Wilmington.**

Leave Merrimack St., Lowell, via E. Merrimack St.; turn right to High St. and left to Rogers St. Straight to city line

through Atherton; cross railroad tracks at Wamesit, bearing left to Tewksbury. At Tewksbury Center take Main St., between watering trough and Common, on past Silver Lake to

10½ miles from Lowell.

Wilmington Depot.

One-half beyond depot turn left on Lowell St., which keep to intersection with High St.; then left fork to Reading. Bear right through Reading and follow Main St. direct to and through Stoneham into Middlesex Fells. Keep direct line through Fells to intersection with Forest St., lower edge of reservation; on Forest Ave. to

22 miles from Lowell.

Medford.

Direct through Medford, crossing Mystic River and passing Mystic Trotting Park to Broadway, Somerville. Thence Cross St. into Medford St., right into Washington St., and left to Prospect St. Go over railroad bridge to Central Square (Cambridgeport); turn left at this point into Massachusetts Avenue over Harvard bridge.

Straight across Harvard bridge into Massachusetts Ave. (Boston), and left turn on either Beacon St., Commonwealth Ave., or Boylston St. to business center of

28 miles from Lowell.

Boston.

## CONNECTIONS TO LOWELL.

### Outlines of Short Runs from Woburn, Lexington, Lawrence, and Worcester to Lowell.

The situation of Lowell, on the downward bend of the Merrimack River in northeastern Massachusetts, and also on the main thoroughfare from Boston into central and northern New Hampshire, makes it also an important hub of local routes. Tours to and from the White Mountains from Worcester, Concord, and intermediate points to Boston would ordinarily make Lowell the first objective point, from whence the trunk line highway already given would be followed. Of the almost innumerable connections from the thickly settled districts tributary to Lowell, the following have been selected for use herewith:

1. Woburn to Lowell, via Wilmington: Turn right at Common, Woburn, continuing Main St. through North Woburn direct to Wilmington. Pass Silver Lake to Tewksbury; turn right to Wamesit, thence with trolleys to Merrimack Square Lowell, 15½ miles.

2. Lexington to Lowell, via Bedford: Keep to right of Common, on to North Lexington; cross tracks and go over hills to Bedford. At flagstaff, Bedford, turn left, taking first right fork direct to Billerica, and down grade out of Billerica; cross Concord River and follow on western side direct into Lowell, 16 miles.

3. Lawrence to Lowell: These two cities are connected by a road along either side of the Merrimack River; road materials mostly gravel in fair to good condition. The south side route is usually preferred from Lawrence, via South Lawrence, Frye Village, West Andover, and North Tewksbury, to Lowell, 11 miles.

4. For outline of connecting route from Worcester to Concord and Lowell, see page 95.

## SEA SHORE-WHITE MOUNTAIN ROUTES.

### Optional Trips from Boston via Newburyport and Portsmouth.

The important through route already given from Boston via Lowell, Nashua, Manchester, and Concord, will probably always be regarded as the main thoroughfare to and from the White Mountains. Particularly so as the various connections from interior Massachusetts become better known, and as the increasing travel to and from lower New England and New York city seeks a shorter way into New Hampshire than that via Boston.

Up to this time, however, most trips to the White Mountains are made by way of Boston, and this very largely during the mid-summer months when the "season" on the New England coast is at its height. These facts — aided by the considerable number of trips originating in northeastern Massachusetts or near the sea-coast of New Hampshire — lend a great popularity to White Mountain tours starting over the Boston-North Shore route.

### Boston to Dover, N. H., via Portsmouth.

There are good roads all the way from Boston to Portsmouth and Dover, N. H., where the different routes that may be taken through northeastern Massachusetts to the New Hampshire sea-coast merge for the final run into the mountains. Consult pages 105-109 for complete details of the route, with all essential distances, from Boston to Portsmouth, N. H. It is a trifle longer to take in Rye Beach, just before Portsmouth, but it is well worth visiting if time permits.

Leaving Portsmouth for Dover, go *west* on Congress St.,



from Market Square, center of city, making right turn on Vaughan St. Cross railroad and keep on over bridge into Maplewood Ave., following this avenue to intersection with Newington Road. Bear right on Newington Road, which keep across toll bridge over branch of Piscataqua River direct to

**12 miles from Portsmouth.**

**Dover, N. H.**

NOTE. Hampton, N. H., 10 miles from Newburyport, is frequently mentioned as a short cut to Dover as compared with the same trip via Portsmouth, but we do not so consider it. While Portsmouth is 12½ miles north of Hampton, and so much more riding on the shore route, it is about enough nearer Dover to make up for that, while the better accommodations at Portsmouth, if over-night stop be made, is a further advantage in favor of going this way.

From Dover to Rochester, 10 miles, is the hardest part of the entire trip, with considerable sandy road. From Rochester the route is via Milton, Wakefield, Ossipee, Center Ossipee, West Ossipee, Chocorua, Conway, North Conway, Intervale, Bartlett, and Bemis, up through the Crawford Notch to the base of Mt. Washington (Bretton Woods and Fabyans P. O.).

From West Ossipee to North Conway there are two roads. The one by Chocorua Lake and Chocorua Village is about a mile longer, but a better and pleasanter road with less climbing; the other, via Madison, is somewhat sandy.

There is a road on the west side of the Saco River from Conway (the Ledge Road), but it leaves out North Conway and Intervale, which are of interest as tourist centers. Look out for trouble if speed be attempted through North Conway.

**About 200 miles from Boston.**

**Bretton Woods  
and Fabyans.**

The Boston-Mt. Washington trip has been made in one day, but it is far pleasanter and more comfortable to take two or three days. There are good hotels in the smaller towns on this route, and particularly at North Conway and Intervale. It is 28 miles from the latter point to the base of Mt. Washington through the famous Crawford Notch, one of the most picturesque rides anywhere.

Good water may be found at frequent intervals all along the road, while gasoline and oil may be obtained in all of the larger towns. Bretton Woods has a good garage with all conveniences for the care and storage of motor cars, and many other hotels will store automobiles for their guests; most of them also sell gasoline.

## PORTLAND, ME., TO THE WHITE MOUNTAINS.

### Direct Route via Westbrook, Cornish, and North Conway.

The distance between Portland and the White Mountains is much less than generally supposed by strangers, and the roads average fully as good this way as any other way. In fact, were a motorist desirous of reaching the White Mountains from New York city with as little road mileage as possible he might ship his car by New York-Portland boat and have a trifle less than 90 miles to make before arriving at the base of Mt. Washington.

Leaving Portland, turn west from Congress St., in business center of city, into Forest Ave., which is direct to and through Woodfords to Morrill's Corner. At this "corner" bear left for Riverton and Pride's Bridge; after crossing bridge, turn left, on to Westbrook. Beyond Morrill's Corner this highway is called the Windham Road.

Optional route to Westbrook is from Congress St. to and out Forest Ave. as before to Woodfords, turning left here, thence with trolleys to Cumberland Mills. Here are probably the largest paper mills in the world; turn right at drinking fountain, Cumberland Mills, and one mile farther to

6-8 miles according to route from Portland. Westbrook.

Pass through Gorham and West Gorham to Standish; between Standish and Steep Falls, leave old stage road and pass through Limington Bridge. Then leave Limington Village to the left and go through Ruin Corner to

30 miles from Portland.

Cornish.

From Cornish it is a direct route, not likely to be mistaken, through South Hiram, Brownfield, Conway Center, Red Stone, and North Conway. Here join route already given through Intervale, Bartlett, and Bemis, through Crawford Notch to

89 miles from Portland.

Bretton Woods  
and Fabyans.

## PORTLAND, ME., TO THE WHITE MOUNTAINS.

### Alternate Route via Sebago Lake and Fryeburg.

Same as already given Portland to Westbrook, thence to South Windham and Sebago Lake, 16 miles from Portland. From Sebago Lake to East Sebago and East Baldwin, by river road to Cornish Station and stage road through Saco River bridge to

36 miles.

Cornish.

Roads Portland to Cornish will average fair-to-good; note that the distance to Cornish is only five miles farther via Sebago Lake than direct line already given.

At Cornish either take up the schedule already given to the Mountains, or make the slight detour (well worth it) via Fryeburg. Keep direct route from Cornish to South Hiram and Brownfield. Here leave direct route, pass through the "Notch" and take Old Country Road to

**56 miles from Portland.**

**Fryeburg.**

Cross Weston's Bridge and follow Saco River, joining other route just south of Red Stone, avoiding sandy road between Fryeburg and Conway Center. Thence via North Conway, Intervale, Bartlett, and Bemis, through Crawford Notch, to

**100 miles from Portland.**

**Bretton Woods  
and Fabyans.**

## **OTHER WHITE MOUNTAIN TOURS.**

Between the trunk line highways to and from the White Mountains already given via (1), the Merrimack and Pemigewasset Valleys and via (2), the Boston-North Shore lines to Portsmouth, Dover, and Rochester, there are several intermediate routes by means of which entirely new tours may be constructed at will. These routes need to be further explored and better defined for the benefit of locally unacquainted tourists, and they will undoubtedly be done in the reasonably near future.

Following will be found brief itineraries by means of which it is possible to leave the Merrimack Valley line at Bristol and cross over by Squam Lake to an intersection with the Portsmouth-White Mountains route, entering via Crawford Notch. Or leave the Merrimack Valley route near Tilton, pass through the wonderfully interesting country about Lake Winnipiseogee, and either join the same route farther up or continue across to the Portsmouth-White Mountains line as in the previous case.

In exploring new routes in these sections (particularly) many horses will be met and these must be passed with caution and at moderate speed to avoid accidents. Gasolene consumption will be relatively high; water is everywhere plentiful, and the roads are not difficult to find or follow. Another thing, most of them dry quickly after a rain.

### **Optional Route above Bristol.**

North as before from Concord and Franklin to Bristol; here leave the other route and turn east to Ashland. Pass along upper



shore of Little Squam Lake to Holderness; thence to Sandwich Center and North Sandwich road above Squam Lake.

Continue north past White Face post-office to White Face schoolhouse; then go east through Wonolancet, past the entrance of the road up Mount Chocorua and along the south shore of Lake Chocorua. Then on to Conway, North Conway, Intervale, Bartlett and Crawfords, to Bretton Woods and Fabyan House. For most of this route after leaving Bristol the roads are hard and smooth, with some stiff grades in the vicinity of Wonolancet. The lower road, through Tamworth and Tamworth Iron Works, is more level, but quite sandy.

This route is through some of the grandest scenery in New Hampshire. From North Conway it follows the course of the Saco River through Crawford Notch to Crawford House, and is a beautiful ride all the way.

### **Optional Route via Lake Winnipiseogee.**

For Laconia and Lake Winnipiseogee points from the Merrimack River route, turn right from the White Mountain tour just given to Tilton, E. Tilton, Laconia, Lakeport, Weirs, and Meredith, 18 miles from Franklin. Ashland, 10 miles above Meredith, is on the optional line just given to the mountains, via Bristol and Sandwich. Plymouth, six miles above Ashland and 16 miles above Meredith, is on the through line first given. So it is perfectly easy to take in Lake Winnipiseogee en route to the White Mountains, if desired.

## **BOSTON — LAWRENCE — HAVERHILL — NEW-BURYPORT.**

### **Optional Beginning of Shore Line-White Mountains Trip.**

From Massachusetts Ave. — crossed by all exits west from center of Boston — keep out across Harvard Bridge; thence along Massachusetts Ave. to Central Square, Cambridgeport; here turn right into Prospect St. and keep to left bend into Webster Ave., to Union Square, Somerville. Bear right along Washington St. to left turn into Medford St., keep Medford St. on past Winter Hill Station (on left) and Mystic Trotting Park (on right) to

**6 miles from Boston.**

**Medford.**

Leave Medford by Forest Ave. into Middlesex Fells reservation, to Main St., direct to center of Stoneham. Through Stone-

ham by Main St. to Reading; keep to right of church in square, Reading, note signboards, and direct road, with trolley, to Andover. The main thoroughfare leads from the Boston highway direct through Andover to Broadway,

**29 miles from Boston.**

**Lawrence.**

Shortly after crossing Merrimack River into Broadway, Lawrence, turn right on Common St. to left turn on Jackson St., cross bridge over small river, and through route to city hall, Haverhill,  $9\frac{1}{2}$  miles from Lawrence.

NOTE. A shorter route to Haverhill, if desired, is from Andover to North Andover and Haverhill direct.

From city hall, Haverhill, turn from Main St. to Water St., following trolley along north shore to bridge at Groveland. Cross bridge and follow trolley through West Newbury to

**50 miles from Boston.**

**Newburyport.**

Via Lawrence and Haverhill.

At Newburyport immediate connections are made with the Boston-Portsmouth-Portland routes; also with the Boston-White Mountains route via Portsmouth.

## **WHITE MOUNTAINS TO PORTSMOUTH, N. H.**

### **Outline Running Directions via North Conway, Ossipee, Rochester, and Dover.**

From Fabyans and Bretton Woods, central points for White Mountain tours, keep main thoroughfare direct, passing in full view of Mt. Washington and the Presidential Range to Crawford House. Take road in front of Crawford House, on through Crawford Notch (Silver Cascade on left). Direct via Carrigan's railroad station to Bemis, Bartlett, Glen Station, Intervale, and

**About 31 miles.**

**North Conway.**

Direct road through Conway, Chocorua Village, Chocorua Lake, West Ossipee, Center Ossipee, Wakefield, and Milton to Rochester and Dover. Keep through Dover to toll bridge over branch of Piscataqua River into the Newington Road.

Bear left on Maplewood Ave., approaching Portsmouth, on to bridge across arm of Piscataqua River; over bridge into Vaughan St., direct to Congress St.; turn left on Congress St. to Market Square, center of

**About 125 miles from Mt. Washington. Portsmouth.**

For running detail of the Portsmouth-Boston route see page

## PORTSMOUTH, N. H., TO LAKE WINNIPISEOGEE.

Leaving Portsmouth, go *west* on Congress St., from Market Square, center of city, making right turn on Vaughan St. Cross railroad and keep on over bridge into Maplewood Ave., following this avenue to intersection with Newington Road. Bear right on Newington Road, which keep across toll bridge over branch of Piscataqua River direct to Dover, 12 miles.

Thence north, 10 miles of hard road (mostly sand) to Rochester. Here, instead of continuing on to Milton, Ossipee, etc. (White Mountains route), bear left to Farmington and Alton Bay, lowest point on Lake Winnipiseogee.

39 miles from Portsmouth.

Alton Bay.

From Alton Bay steamers make trips in summer to Center Harbor on upper end of Lake Winnipiseogee.

A road also leads around the lake, connecting, on the upper end with Ashland and Plymouth, points on the Boston-Lowell-Nashua-Manchester-Concord route to the White Mountains, which see for trips farther extended this way.

## MANCHESTER, N. H., TO PORTSMOUTH, N. H.

Direct east from Manchester, passing around north side of Massabesic Pond to Auburn. Turn right at Auburn; about two miles out turn right; just beyond turn left, direct via Raymond and West Epping to Epping. Enter from Epping Road to Main St., center of

33 miles from Manchester.

Exeter.

Leave Exeter by Main St. into Water St., to crossing over Squamscott River to High St. Turn left from High St. almost at once into Portsmouth Ave., on through Stratham and Greenland. Greenland Road enters Islington Ave., direct to Congress St., to Market Square, center of

48 miles from Manchester.

Portsmouth.

If continuing this trip to Newburyport, Ipswich, Salem, Lynn, or Boston, consult page 110.

These White Mountain trips are capable of almost endless variations and combinations, which the motorist with a constructive faculty will find a great deal of pleasure and satisfaction in working out. For instance, there could scarcely be a more delightful trip than from Boston up through Portsmouth and Rochester, along the eastern side of Lake Winnipiseogee, through North Conway to Crawford Notch; then on the return going down through Fryeburg, Bridgton, Brownfield, and Sebago Lake to Portland.



## SHORT TOURS FROM MT. WASHINGTON.

**Brief Outlines for Runs to Jackson, North Conway, Lancaster, Dixville Notch, and Littleton, N. H.**

(All starts from Bretton Woods or Fabyans.)

1. To Jackson: Through Crawford Notch (4 miles) to Bartlett (19 miles) and Glen Station (25 miles). After leaving Bartlett the road along the valley is very level and smooth for the six miles to Glen Station. It is three miles from there to Jackson over one of the best stretches of road in the mountains.

2. To North Conway: Same as No. 1 to Glen Station (25 miles), thence to Intervale (29 miles), and two miles farther to North Conway over an excellent road. There is also a good road from this point to Conway (5 miles), on both sides of the Saco River. This makes a delightful trip through some of the finest scenery in New Hampshire.

3. To Lancaster: Via Twin Mountain House and Whitefield (14 miles); very good roads most of the way. Inquire at Whitefield for the road via Mountain View House. Do not go up the steep hill in the village. Lancaster 22 miles.

4. To Dixville Notch: Same as No. 3 to Lancaster (22 miles), thence to Groveton (34 miles), over the hill through France (hamlet). *Do not go over the river road* (sandy and poor), but go to Stratford Hollow, North Stratford, and Colebrook (64 miles). This section has some of the best roads in all New Hampshire.

Colebrook to Dixville Notch is 11 miles over a good road; total distance from Bretton Woods or Fabyans to this Notch, 75 miles. After leaving Lancaster most of the tour is through the Connecticut River Valley, following the river and the railroad. This makes an excellent trip by stopping one night or more at Dixville Notch.

5. Round trip to Profile House: Leave Bretton Woods or Fabyans via Twin Mountain House. At Bethlehem Junction take river road to right for Littleton, and return by the way of Bethlehem. It makes a very good trip to go from Littleton via Indian Brook to Franconia (8 miles), and the Profile House (5 miles), or Sugar Hill (3 miles). The distance for the round trip this way is about 60 miles.

There are two roads from Bethlehem, one over Mt. Agassiz and the other to Glessner's. The latter is much the better for the motor car. Between Franconia and the Profile House is the famous 3-mile-hill, where the rise is 900 feet in that distance. The Flume is about six miles from the Profile, and is one of the most interesting places in the mountains.

## TWO POPULAR ONE-DAY TOURS.

### 1. A Run Around the "Presidential Range."

Places.	Miles.	Total.
Bretton Woods and Fabyans, . . . . .	0	0
Carroll, . . . . .	6	6
Meadows or Cherry Mountain, . . . . .	8	14
(Crossing Avalanche of 1885.)		
Jefferson Highlands, . . . . .	5	19
Randolph, . . . . .	6	25
Glen Cottage, . . . . .	7	32
Jackson, . . . . .	12	44
Intervale, . . . . .	7	51
North Conway, . . . . .	2	53
Return to Intervale, . . . . .	3	56
Bartlett, . . . . .	10	66
Bemis, . . . . .	7	73
Site of Willey House, . . . . .	5	78
(Avalanche 1826.)		
Crawford House, . . . . .	3	81
Bretton Woods, . . . . .	4	85
(Point of start.)		

### 2. A Tour of the Northern Towns.

Place.	Miles.	Total.
Bretton Woods and Fabyans, . . . . .	0	0
Twin Mountain House, . . . . .	6	6
Whitefield, . . . . .	8	14
Lancaster, . . . . .	8	22
Littleton, . . . . .	21	43
Franconia, . . . . .	8	51
Sugar Hill, . . . . .	2½	
Ret. to Franconia, . . . . .	2½	56
Profile, . . . . .	5	61
Franconia and Forest Hill, . . . . .	5	66
Bethlehem, . . . . .	5	71
Maplewood, . . . . .	1	
Bethlehem Junction, . . . . .	2	74
Twin Mountain House, . . . . .	5	
Fabyan House, . . . . .	5	84
Bretton Woods, . . . . .	1	85
Crawford Notch, . . . . .	3	88

## CONNECTICUT RIVER VALLEY POINTS TO THE WHITE MOUNTAINS.

There is some direct-line travel between New York, New Haven, Hartford, Springfield, Greenfield, etc., and the White Mountains, but not nearly so much as via Boston. The roads are not so good, nor anywhere near so well known, so that a great deal of travel from Springfield and below goes the longer way via Boston, as it will probably continue to do for some time to come.

On pages 137-140 will be found the most reliable information available up to this time concerning the route through the Connecticut River valley. This route belongs more to Vermont, in fact, than to New Hampshire, as it is the sole means of reaching the Green Mountain State from the east, while New Hampshire's greatest and most popular thoroughfares are along the eastern side or through the center of the state.

Below will be found lists of places passed through in two different routes from Springfield and Connecticut River points to the White Mountains:

### I.

Springfield, Mass.  
Holyoke, Mass.  
Northampton, Mass.  
Deerfield, Mass.  
Greenfield, Mass.  
Brattleboro, Vt.  
Bellows Falls, Vt.  
Windsor, Vt.

White River Junction, Vt.  
Bradford, Vt.  
Wells River, Vt.  
Bath, N. H.  
Lisbon, N. H.  
Littleton, N. H.  
Bethlehem, N. H.  
Mt. Washington, N. H.

This route practically follows the Connecticut River. The valley of the Connecticut is a beautiful country, very fertile, and with fine scenery, but the roads are hilly and sandy, interfering with quick schedules. Total distance from Springfield, Mass., to base of Mt. Washington, this way, about 206 miles.

### II.

Springfield, Mass.  
Northampton, Mass.  
Greenfield, Mass.  
Brattleboro, Vt.  
Chesterfield Lake, N. H.  
Westmoreland, N. H.  
Walpole, N. H.  
Alstead, N. H., or Bellows Falls, Vt.  
Charlestown, N. H.  
Springfield, Vt.  
Woodstock, Vt.  
Hartford, Vt. — White River Junct.

Hanover, N. H.  
North Thetford, Vt.  
Fairlee, Vt.  
Bradford, Vt.  
Wells River, Vt.  
Woodsville, N. H.  
Bath, N. H.  
Lisbon, N. H.  
Littleton, N. H.  
Bethlehem, N. H.  
Mt. Washington, N. H.

This last outline follows the same general direction as the first one, but keeps farther away from the river, avoiding most



of the sand found in the valley, and is on the whole a better route for the motor car. Total distance from Springfield, Mass., to base of Mt. Washington, this way, about 236 miles, 30 miles longer than in the former case. Some stiff grades will be found, but there is less sand than along the Connecticut River valley. Good hotels and ordinary automobile supplies will be found in the large towns. The entire route is picturesque and abounds in fine scenery; some of the very best to be found is between Brattleboro and Woodstock.

### Tips for White Mountain Tourists.

There are some treacherous bits of road to be avoided on practically every one of these mountain trips. One is the Crawford Notch, where an abrupt turn brings one over a little bridge across the cascades and up a sharp pitch with a grade steeper than any encountered in climbing Mt. Washington by the carriage road. For miles the Notch road is completely arched over by the great maple and birch trees, and at the openings the cliffs and mountains tower, close on either hand.

*Caution is absolutely necessary* when the way ahead is not clear. "Record chasing" is not only dangerous to the driver of the vehicle and his passengers, but careless speeding, if persisted in too much, will lead in time to restrictions calculated to make unnecessary trouble for the whole fraternity of automobile tourists.

As a general rule, the farmers' horses are nearly all afraid of an automobile. There is nothing better than to have a couple of pounds of lump sugar along. When you meet a horse that shows signs of becoming frightened, especially if a woman is handling the reins, stop the machine, get out and walk slowly up to the horse. Give him a lump of sugar, then back away from him toward the machine and get him to come to you for another lump. When you get back to the car, hold out another lump of sugar, and ten chances to one he will walk right up and take it out of your hand. If he will not come up to the car, he will at least pass by it without attempting to run away, and you have accomplished something by teaching him that an automobile is not a thing to be feared.

There are very few level miles of road in upper New England, and comparatively little traveling is done on the high gear. While gasoline may be purchased nearly everywhere, repairs and replacements are difficult or impossible to secure locally. Be prepared, at times, to pay "fancy" prices for gasoline, especially when off the line of a railroad.

## CONNECTICUT RIVER VALLEY LINE.

Springfield, Mass., to Upper Vermont and New Hampshire.

This trunk line highway system — practically bisecting New England and reaching directly or indirectly all of its vast domain — is in a particular sense the key to the routes of Vermont and New Hampshire, while most tours across either Massachusetts or Connecticut come into it sooner or later. Practically it begins at Hartford, but the routes from New York to Boston via Hartford and Springfield have already been given in full detail, and we think that in the minds of most tourists the upward trip will be planned from Springfield, Greenfield, Brattleboro, Bellows Falls, or some intermediate point.

### Springfield to Greenfield — West Side of River.\*

Keep Main St. downtown, bending left into Plainfield St., then left turn across West End bridge to W. Springfield. Turn right (north) on west side, to fountain about five miles out. For Holyoke, turn right at fountain and follow river all way. Otherwise *left* at fountain, on under railroad and pass edge of Holyoke, to river road below Smith's Ferry. On to Mt. Tom Station; after crossing railroad tracks turn right and direct, by Pleasant St. to Main St.,

17 miles.

Northampton.

This route is usually preferred for through trips north from Springfield, the saving by leaving out Holyoke being about two miles.

Leaving Northampton by Main St. to King St., about two miles, there is a choice of routes to S. Deerfield. The one usually preferred follows the river, turning right at Laurel Park for Hatfield. Thence along river road, to right of East Whately, turning left at Sugar Loaf Mt., direct to S. Deerfield. The shorter but less-used route continues nearly straight ahead, through Whately Center to S. Deerfield, joining other road by right turn, across railroads, in S. Deerfield. Keep direct north on new state road, crossing covered bridge at "Cheapside," making left turn and passing under railroad viaduct, into Federal St., to Main St., center of

42 miles from Springfield.

Greenfield.

### Springfield to Greenfield — East Side of River.\*

Keep *east* on Main St., Springfield, to left turn on State St. Out State St., past U. S. Armory, to St. James Ave., over railroad

\* Condensed: for complete riding details see pages 98-99.

tracks into Broadway, to Chicopee Falls. Cross river and go straight up hill — Montgomery St. — to Willimansett, and cross river to Main St., Holyoke, nine miles. An even shorter run to Chicopee Falls is Main St. to Liberty St. (near railroad station, Springfield), to Broadway, and with trolleys to Chicopee Falls, thence as before to Holyoke,  $8\frac{1}{4}$  miles.

Leaving Holyoke, keep Main St. to Canal St. to County Bridge, making left turn to South Hadley Falls. Road parallels east side of river and is not easily mistaken; via S. Hadley, N. Hadley, Sunderland, and Montague to Montague City and  
**40 miles from Springfield.                      Greenfield.**

#### **North from Greenfield.**

Federal St., by which Greenfield is directly entered from the Deerfields, is the most-used exit from that city toward Connecticut River points in Vermont (especially). Direct on Federal St. to Bernardston and Algiers, the latter a small hamlet three miles from Brattleboro, to long down grade (caution), with trolleys, on Canal St. to Main St., center of

**20 miles from Greenfield.                      Brattleboro, Vt.**

#### **To Brattleboro via Miller's Falls.**

The fact that Greenfield is the largest place in its district, and is likewise an important point on the route between Boston and Troy across northern Massachusetts, gives it more prominence than it might have, considered solely in its relation to a Connecticut River valley tour. It is possible to leave out Greenfield entirely; and, if going to Miller's Falls, Turner's Falls, Northfield, Mass., or Hinsdale, N. H., the avoidance of Greenfield will shorten time and distance. Northbound by the west side route, turn right with car lines to Turner's Falls and Miller's Falls; northbound by the east side route, bear right at Montague (instead of continuing on to Montague City and Greenfield), into Miller's Falls.

Out Main St., Miller's Falls, to Bridge St.; cross bridge, turning right direct to Northfield Farms and Northfield. Cross Connecticut River by bridge a short distance west of East Northfield station, using a line of road nearly parallel with the Central Vermont R. R., into the Brattleboro road through South Vernon and Vernon to Brattleboro. As the Boston-Greenfield road passes through Miller's Falls, the tourist from Boston, Worcester, Fitchburg, etc., to Vermont points will frequently save time and distance by turning north at Miller's Falls and using this route to Brattleboro, instead of going into and out of Greenfield. The same advantage may be availed of in the opposite direction.



## North from Brattleboro.

Leaving Brattleboro, keep Main St. from center of city into North Main St.; cross West River and continue along through road (telegraph poles) via Westminster and Putney to Bellows Falls. Vermont roads are well posted, especially on this run; note same for local distances and directions. Of the two roads above Bellows Falls — one on each side of the river — the best one crosses at this point to the New Hampshire side, thence up to Charlestown, N. H. Here cross back again to the Vermont side (Springfield), and up through Weathersfield to Windsor. Thence north on river road to Hartland Four Corners, North Hartland, and

### White River Jct., Vt.

90-95 miles from Greenfield, Mass.

NOTE. It is regretted that no thoroughgoing and satisfactory touring schedules are yet available for this part of the principal New England through trunk line. Maps, riding directions, and personal preferences all show differences impossible to harmonize. A motorist who will take the time and trouble to go over the optional routes, weigh same carefully, and make up detail schedules — northbound and southbound — would place the touring fraternity under special obligation to him.

Optional route between Charlestown, N. H., and White River Junction, Vt., preferred by many, is wholly on the New Hampshire side, until a final crossing of the river to the Junction. This route continues along the Connecticut River from Charlestown to North Charlestown, bending inland to Claremont, Meriden, East Plainfield, Lebanon, and West Lebanon. A corresponding bend into Vermont is recommended by one tourist, turning north by west at Springfield to Felchville, north to Woodstock, and to the river again at Hartford. As a sort of compromise between the two, the tourist may continue north on the New Hampshire side to Charlestown and North Charlestown, thence to Clermont Jct., crossing the river at Windsor village and keeping the Vermont side up to White River Jct.

River road continues north from White River Jct. through Olcott to Norwich, Vt. (Norwich village one mile from depot, up grade). North from Norwich to Pompanoosuc, Thetford, N. Thetford, Ely Station, Fairlee, Piermont, Bradford, South Newbury, and Newbury — all Vermont points to and including

134-140 miles from Greenfield, Mass. Wells River, Vt.

From Wells River the Connecticut River route loses some of its identity, dividing into two main stems: (1) nearly north to the

Canadian border, via St. Johnsbury and Newport, Vt.; (2) eastward to the White Mountains, with an extension north to Colebrook and along the extreme upper Connecticut River to Connecticut Lake, N. H., the source of the river of the same name. Of course, few automobile pleasure trips would be carried that far north, though tours as far as Colebrook have already lost their novelty.

En route to St. Johnsbury, Newport, and the Canadian border, cross bridge over the Connecticut River from Wells River, Vt., to Woodsville, N. H., turning left up river road to and through Monroe. Cross river to the Vermont side again at Barnet. Still north through Passumpsic, St. Johnsbury, St. Johnsbury Center, Lyndon, Lyndonville, West Burke, Westmore, Evansville, Barton, East Coventry, and (coming to the extreme upper end of Vermont) to

**198-205 miles from Greenfield, Mass.      Newport, Vt.**

According to the route taken.

The other main stem likewise crosses the Connecticut River from Wells River, Vt., to Woodsville, N. H., but keeps almost directly east from that point to Bath, Lisbon, and Littleton. Thence more nearly north to Whitefield and Lancaster, this part of the route being more thoroughly covered in the specific White Mountain towns. From Lancaster keep on to Groveton and Stratford, which is back once more on the Connecticut River. Then via North Stratford, Colebrook, and Stewardstown to

**99-100 miles from Wells River.      Connecticut Lake.**

**234-240 miles from Greenfield.**

This is the extreme northern part of New Hampshire, and, though the roads are imperfect and difficult at times, the trip has been made all the way from Springfield, Hartford, New York, etc. The entire route is picturesque, and, if properly improved in respect to roads, there would be nowhere any more enjoyable automobile trip on this continent. In the valley bottoms there is more or less sand, and once away on the hills in the two adjacent states, grades of all degrees will be encountered. Nevertheless, this trip is one which must gain largely in popularity within the next few years.

Central and northern New Hampshire have one advantage over central and northern Vermont in that the Connecticut River Valley is a natural approach from the westward to the former, while Lake Champlain all but closes the corresponding approach to the latter.



## GREEN MOUNTAIN TOURS.

### New York State and Massachusetts Routes into Vermont.

The Green Mountains are more easily accessible than generally supposed, being within a half day's run from Albany or Troy, N. Y., or from Greenfield or Pittsfield, Mass. They may be reached in a day from most points in New England, and in less than two days from New York and Philadelphia. A rough and rugged state throughout, Vermont is most attractive to motorists looking for trips out of regular and beaten paths. The roads as a rule are as good as dirt roads will average and, except in a few localities, little sand will be encountered.

Grades, though numerous and of all degrees, will seldom prove too much for a car properly equipped for hill-country touring. One is obliged to be watchful of his power supply on long runs, and must accept for himself and his machine such accommodations as inland towns and small cities afford. Local repair shops are becoming more and more numerous, however, and there are few small places without some machinist competent to make small repairs, though replacements are more difficult to secure locally.

Nearly every place of importance in New York state between Albany and Troy and Whitehall is the possible beginning of a trip into Vermont. Above Whitehall, interstate routes are closed by Lake Champlain, though cars may be freighted across the lake between Plattsburg and Burlington, and a number of New York state and New England routes joined in that manner.

### Note — Arrangement of These Tours.

In taking up northern New England in a comprehensive way, the routes into Vermont will be considered tributary chiefly to New York state and western Massachusetts; those of interior New Hampshire chiefly tributary to eastern Massachusetts and the routes along the New Hampshire and Maine coasts. Not only does the general trend of travel favor this arrangement, but to a large extent the topography of the country demands it. Roads north and south in Vermont are usually easy, but those east and west are made difficult by the intervening mountain ranges. Nevertheless the many routes in New Hampshire and Vermont are intimately connected, especially along the Connecticut River, as the text and maps in this work frequently show.

### ALBANY AND TROY, N. Y., TO BENNINGTON, VT.

Entering Albany from Rennselaer and below by the South Bridge and lower Broadway brings the tourist to the foot of State



St. in front of the post office, a short distance below the Capitol. Here also the route into Albany from the West joins. Keep Broadway North, past the New York Central station, and out on the stone road toward West Troy. The way is direct, with trolleys and past the U. S. Arsenal, to the Congress St. bridge., a toll road into Troy proper.

After crossing this bridge follow trolley one block on Congress St. to First St., passing Troy Club on right. Turn left one block on First St. to State St. (asphalt), and four blocks on State St. to Fifth Ave. Left into Fifth Ave. (asphalt), keeping same straight ahead seven blocks to Hoosick St. Here turn right and keep with trolley to Fifteenth St., where leave trolley (which turns to right), continuing straight ahead on stone road to Center Brunswick. From Troy the road toward Bennington is slightly up grade for about nine miles — usually in good condition on the Troy end. No trolleys over this line. In dry weather it is good going all the way, but in wet weather some of the distance is likely to be found in bad shape.

After passing through Center Brunswick, pass red brick church on right and bear to left for Haynerville. Through this place and straight ahead for Raymertown (hotel on left), then on to Pittstown Corners. On to Boyntonville, just beyond which is Potter Hill. At foot of this hill cross bridge and keep straight ahead for Hoosick; cross Boston and Maine railroad tracks (station on right), then pass hotel on right and straight ahead for

**29-30 miles from Troy.**

**Bennington.**

*SPECIAL NOTE. For connections between Pittsfield and Bennington (Berkshire Hills-Green Mountains line) see page 59.*

This is the largest city in southwestern Vermont, and the center of a very interesting country for touring; various short routes may be laid out in this district, impossible to cover in this work. Motorists should visit Bennington Center (Walloomsac Hotel), which is reached by turning left and ascending hill to Battle Monument. This monument is in sight long before the city is reached, whatever the direction taken.

## **BENNINGTON-MANCHESTER-RUTLAND LINE.**

Leaving Bennington, keep North on Hunt St., pass to left of Soldiers' Home, keeping still to left after passing covered bridge, later crossing small red bridge. Here turn right at signpost ("South Shaftsbury 2½ miles"), following telegraph poles

through South Shaftsbury and Shaftsbury Center to Shaftsbury. Here cross Rutland railroad tracks; take left fork and follow telegraph poles through Arlington. Two miles beyond — at grade crossing and signpost "Manchester 6 miles" — take either fork (left one generally preferred) to

**23 miles from Bennington. Manchester-in-Mountains.**

Same through route continues North via Manchester Center, East Dorset, North Dorset, Danby, South Wallingford, and Wallingford — the direction same as that of the Rutland railroad. Approaching Rutland, follow Kelley road to right turn on River St.; make this turn, cross other creek, keeping River St. short distance to intersection of Forest St. Turn left up Forest St. and straight ahead to West St., making right turn to center of

**55 miles from Bennington; Rutland.**

### **RUTLAND TO BURLINGTON AND ST. ALBANS.**

Leaving Rutland for Burlington and North thereof, continue East on West St., uphill to left turn into North Main St. — a much traveled thoroughfare, easily found and followed by the stranger. Northbound the road traveler is in sight of the Rutland railroad tracks most of the time, passing through Proctor, Pittsford, Brandon, Salisbury, Middlebury, New Haven Depot, Vergennes, Ferrisburg, North Ferrisburg, Charlotte and Shelburne. This route, of which further details are lacking in time for this work, follows a course North by West, gradually nearing Lake Champlain. Enter by South Union St.,

**Burlington.**

**125 miles from Bennington; 155 miles from Troy.**

Burlington is to northwestern Vermont what Bennington is to Southwestern Vermont — a hub of many local routes. It is also an important point on a possible tour to Montreal this way, though there is very little through travel as yet between these points. Boats carrying passengers and freight run during season of navigation to and from Plattsburg and other Lake Champlain ports.

En route to St. Albans, second city of importance in northern Vermont, leave Burlington by Church and Pearl Sts. to Winooski Ave., crossing bridge to Winooski. Turn right, cross railroad, on to Fort Ethan Allen; turn left immediately past the fort, direct road through to Colchester, Milton, and Georgia. Enter Main St.,

**St. Albans, Vt.**

30 miles from Burlington; for distances from southern points add 30 miles to Burlington distances.

## OTHER IMPORTANT VERMONT ROUTES.

To the premier trunk line just described all other routes in the Green Mountain State are accessory or subordinate. None other has so many miles of road in Vermont, is so free from bothersome grades, or has more picturesque surroundings. At no time need the Green Mountain range be crossed, while the fact that the principal port on Lake Champlain is at its upper end increases the importance of it. Of course Burlington is reached from upper Connecticut River points, but only after a crossing of the mountains.

### 1. Bennington to Saratoga, N. Y.

This possibly useful route connects Bennington, Vt., and Saratoga, N. Y., by a nearly direct line passing through North Bennington to North Hoosick and Cambridge, N. Y. (either along East side of White Creek until near Cambridge, or via Eagle Bridge). From Cambridge keep North by West to Greenwich; cross Hudson River to Schuylerville, on through Schuyler to

About 50 miles from Bennington.

Saratoga, N. Y.

### 2. Whitehall, N. Y., to Rutland.

Schuylerville, Fort Edward, and Whitehall, N. Y. (and incidentally Saratoga and Glens Falls) are points on a possible through line from Albany, Troy, Schenectady, etc., to Rutland, Vt. These places are all on what is frequently called the Champlain-Montreal route, though the term is scarcely justified yet for automobile travel. From Whitehall, the route follows in a general way the Rutland branch of the Delaware & Hudson railroad through Fairhaven, Castleton, and W. Rutland. Pass Evergreen Cemetery on left, making short right turn farther on to cross railroad just before Catholic Cemetery. Then direct on West St., center of

25 miles from Whitehall.

Rutland, Vt.

### 3. New York State Border to Brattleboro.

Eastbound trips originating in New York State between Saratoga and Whitehall, on lower end of Lake Champlain, will find a direct through route from West Pawlet, a small place on the Delaware & Hudson Railroad at the interstate line, to the Connecticut River Valley at Brattleboro. The direction taken is Southeast across the lower part of the state.

Riding directions are simple because the route is well de-



finer and the road is fairly well posted — in which one respect, at least, Vermont is better prepared for tourist travel than most of the adjoining states. This run crosses the Bennington-Manchester-Rutland line at South Dorset, and at Townshend a short line connects overland with Bellows Falls, north of Brattleboro on the Connecticut River.

Figuring back from Granville, on the New York side, this route runs via West Pawlet, Pawlet (8 miles), East Rupert (14 miles), Dorset (16 miles), South Dorset (18 miles), Barnumville (23 miles), Bondville (33 miles), Jamaica (40 miles), West Townshend (45 miles), Townshend (50 miles), Newfane (55 miles), and Dummerston (60 miles), to

**67 miles from N. Y. line.**

**Brattleboro.**

#### **4. Rutland to Bellows Falls.**

This route strikes Southeast from Rutland to the Connecticut River at Springfield, Vt., crossing over to Charlestown on the New Hampshire side, thence along the river road to Brattleboro. Direct from Rutland to East Clarendon, Cuttingsville, and East Wallingford; here turn left and follow turnpike through Boldville, Healdville and Ludlow to

**31 miles from Rutland.**

**Proctorsville.**

Turn left at Proctorsville, direct — mostly down grade, with some sand — through Gassetts to North Springfield and Springfield. Cross Connecticut River to Charlestown, N. H., keeping down on New Hampshire side until opposite Bellows Falls, where cross river.

**58 miles from Rutland.**

**Bellows Falls.**

#### **5. Burlington to Montpelier.**

From center of city, Burlington, take Church St. to Pearl St., turn right and direct into Colchester Ave. and North Winooski Ave. to Winooski. Cross iron bridge and turn to right on second street (Ethan Allen St.), following this across Central Vermont railroad tracks, where the trolleys are joined again. Follow on past Fort Ethan Allen to Essex Junction (6 miles). After going down grade into the village, cross car tracks and proceed straight East, crossing railroad tracks, and follow Winooski River road to Richmond, 13 miles from Burlington.

Straight through village, following river, keeping on North bank to Jonesville (17 miles); thence to Bolton (22 miles), and on to Waterbury (28 miles). Just before reaching Waterbury cross little river by covered bridge. Through Waterbury, cross-

ing river again by covered bridge and recrossing after about two miles to Middlesex (34 miles). Pass through village and straight to

**40 miles from Burlington.**

**Montpelier.**

From Montpelier, the route to St. Johnsbury is via East Montpelier, North Montpelier, Marshfield, Cabot, and Danville. This same trip may be extended to the White Mountains, via Concord and Waterford, Vt., to Littleton, N. H.

#### **6. Burlington-St. Albans-Newport.**

From Burlington, as already given, to St. Albans (30 miles) ; thence via Sheldon, Enosburgh Falls, East Berkshire, Richford, Stevens Mills, East Richford, Glen Sutton, Masonville, North Troy, and Newport Center to

**56 miles from St. Albans.**

**Newport.**

**86 miles from Burlington.**

Connection is made at Burlington for Montreal and Canadian points generally. Has any one made an automobile tour to Montreal this way? If so, details of the trip would be gladly received for a subsequent edition.

#### **7. White River Junction to Burlington.**

Probably the best route from lower Connecticut River points to Montpelier and Burlington is up the river to White River Jct. (see pages 137-39). Thence through the following places: Hartford (2 m.), West Hartford (8 m.), Sharon (14 m.), South Royalton (19 m.), Royalton (21 m.), East Bethel (25 m.), East Randolph (31 m.), North Randolph (34 m.), East Brookfield (37 m.), Williamstown Gulf (41 m.), Williamstown (45 m.), and Barre (51 m.), to

**57 miles.**

**Montpelier.**

From Montpelier it is a direct road via Middlesex (64 m.), Waterbury (69½ m.), North Duxbury (73½ m.), Bolton (76½ m.), to Jonesville (78½ m.). Keep left side of river to Waterbury, then right side to Jonesville, to Richmond and Williston, to

**99 miles from White River Jct., Vt.**

**Burlington.**

#### **8. White River Junction to Rutland.**

Direct road on South side of White River to Hartford (1½ miles) ; two miles below Hartford turn left and keep turnpike to Quechee (6 miles). Thence to Taftville, Woodstock (15

miles), West Woodstock, Bridgewater, and Bridgewater Corners to Sherburne (32 miles).

Between Quechee and Sherburne there is a road on either side of the Ottaqueche River; the North side road, though somewhat longer, is less hilly. From Sherburne to top of mountain is a very heavy up grade, then mostly down grade through Mendon to  
48 miles. Rutland.

## NOTES OF A SHORT VERMONT TRIP.

For the first ten miles of the run from Burlington to Brattleboro, on your right you will catch broad glimpses of Lake Champlain and the Adirondack Mountains, with rich, green fields and comfortable farm houses in the immediate foreground. On your left, Mount Mansfield will lift its massive bulk high into the air, and show a long white scar in its dense blue side, made by a terrific cloudburst and landslide some years ago. A few miles South, Camel's Hump will loom up. Out in the lake, a couple of miles off the southern end of Burlington, you will notice a bleak conical-shaped rock. It is called Rock Dunder, and the Indians believed an evil spirit sat upon it; so they named it Wohjahose, the Forbidder.

At Shelburne, 7 miles below Burlington, is situated Dr. Seward Webb's famous summer home and farm. The road from here to Vergennes (oldest city in Vermont) is hard and smooth, and through the same beautiful country. The grades are few and easy, barely noticeable. Over the same good roads, through New Haven and Brookfield, the motorist reaches the quaint old town of Middlebury. Here, perhaps for the first time, you will see the foundations of the houses built of marble, and the roofs shingled with dark blue slate. This place was once the biggest marble center in the United States. It is full of historical reminiscences and old landmarks. The ride from Middlebury to Lake Dunmore is a most delightful one and there are fascinating drives through the country in all directions.

Continuing southward through Salisbury, Brandon, Pittsford, Rutland, Ludlow, Chester, and Bellows Falls, the valleys narrow, and the hills grow higher and more pointed. The road twists and turns through the wild, rugged scenery, but keeps its smooth hardness, with the addition of a few more and heavier grades.

From Rutland there are two delightful side trips, one down the line of the Bennington & Rutland Railroad to Bennington, for many years the largest and most influential town in the state.



Its military history and monuments are exceptionally interesting, dating back to the earliest colonial days. The other route is directly East across the mountains to Woodstock and White River Junction. It is full of hard climbs and dizzy descents, but the views from the tops of the hills and along the lower parts of the road are magnificent.

Bellows Falls is a bustling city, surrounded by hills and splendid drives. From here South you are in the broad and fertile Connecticut Valley, and seldom is the river of that name long out of sight as you travel toward Brattleboro.

## **FITCHBURG AND GARDNER, MASS., TO KEENE, N. H.**

This is one of a number of routes which connect towns and cities lying part North and part South of the useful, but imaginary, line between lower and upper New England. It might be of much service in planning a trip from Eastern or Central Massachusetts into New Hampshire, or even to Vermont points, across the Connecticut River.

Leave Fitchburg to West Fitchburg, thence over state road to Westminster and South Gardner. Pass depot and take Chestnut St., with trolleys, to Gardner, going out Woodland Ave. past Almshouse. Cross railroad three times en route to

**22 miles from Fitchburg.**

**Winchendon.**

Follow railroad from Winchendon to Fitzwilliam, which is the nearest railroad station to Mt. Monadnock. Direct on through road via Troy and Marlboro to

**47 miles from Fitchburg.**

**Keene.**

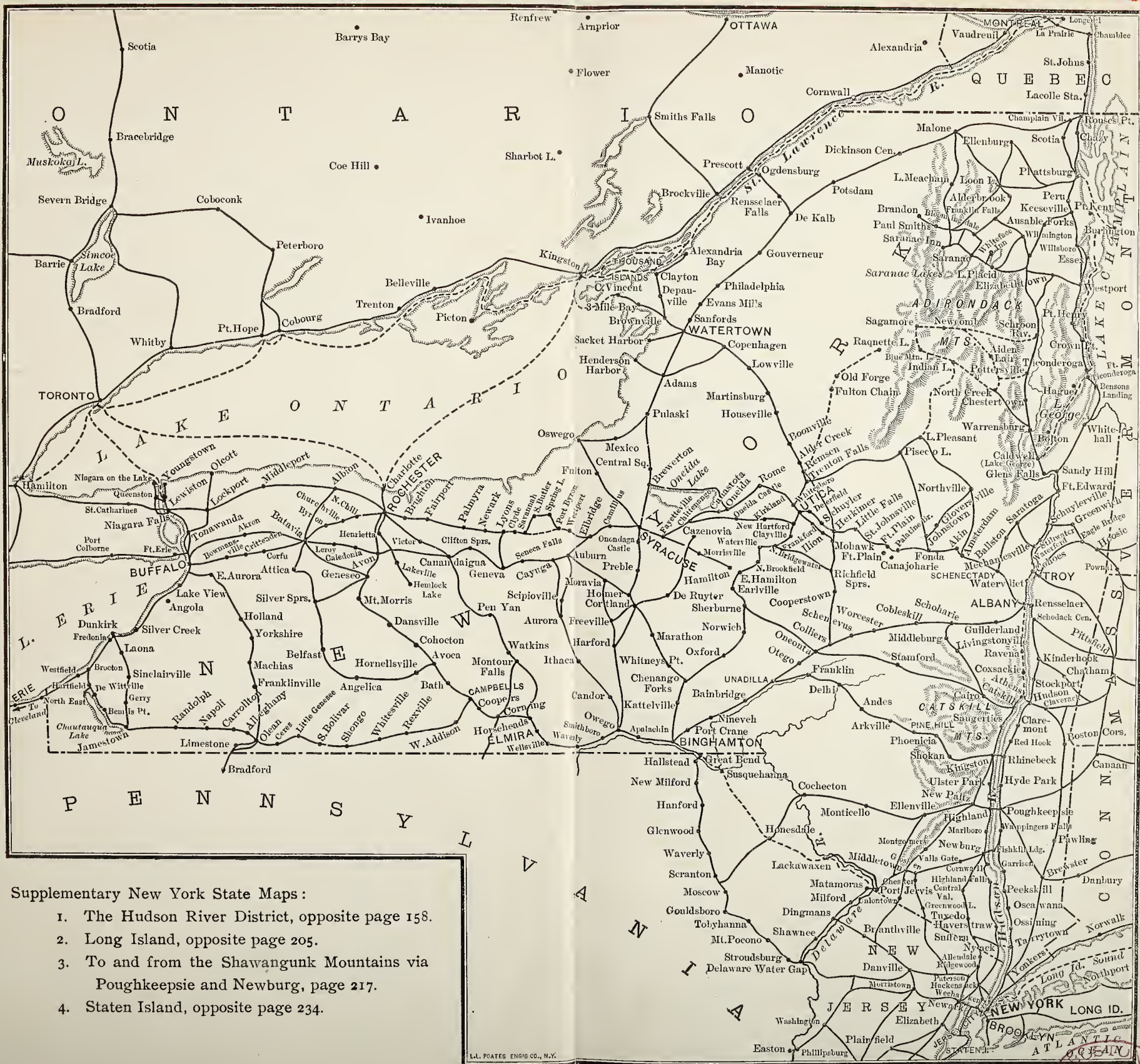
The most used road to Mt. Monadnock from Fitchburg, Gardner, etc., is as before to Winchendon. Keep on with telegraph poles past Monadnock Pond; then leave them on the right, uphill, going direct to Rindge. Direct, past hotel, nearly to West Rindge; here turn right, going by Lake Sunshine to East Jaffray and continuous road to mountain, 36 miles from Fitchburg.

Map, pages 103 and 104, shows various connecting routes in Maine, New Hampshire, and Vermont, which are not printed in schedule form in this work. They are drawn, however, from the most reliable suggestions, and are meant to indicate possible extensions of trips into the less well known parts of this large and interesting territory.

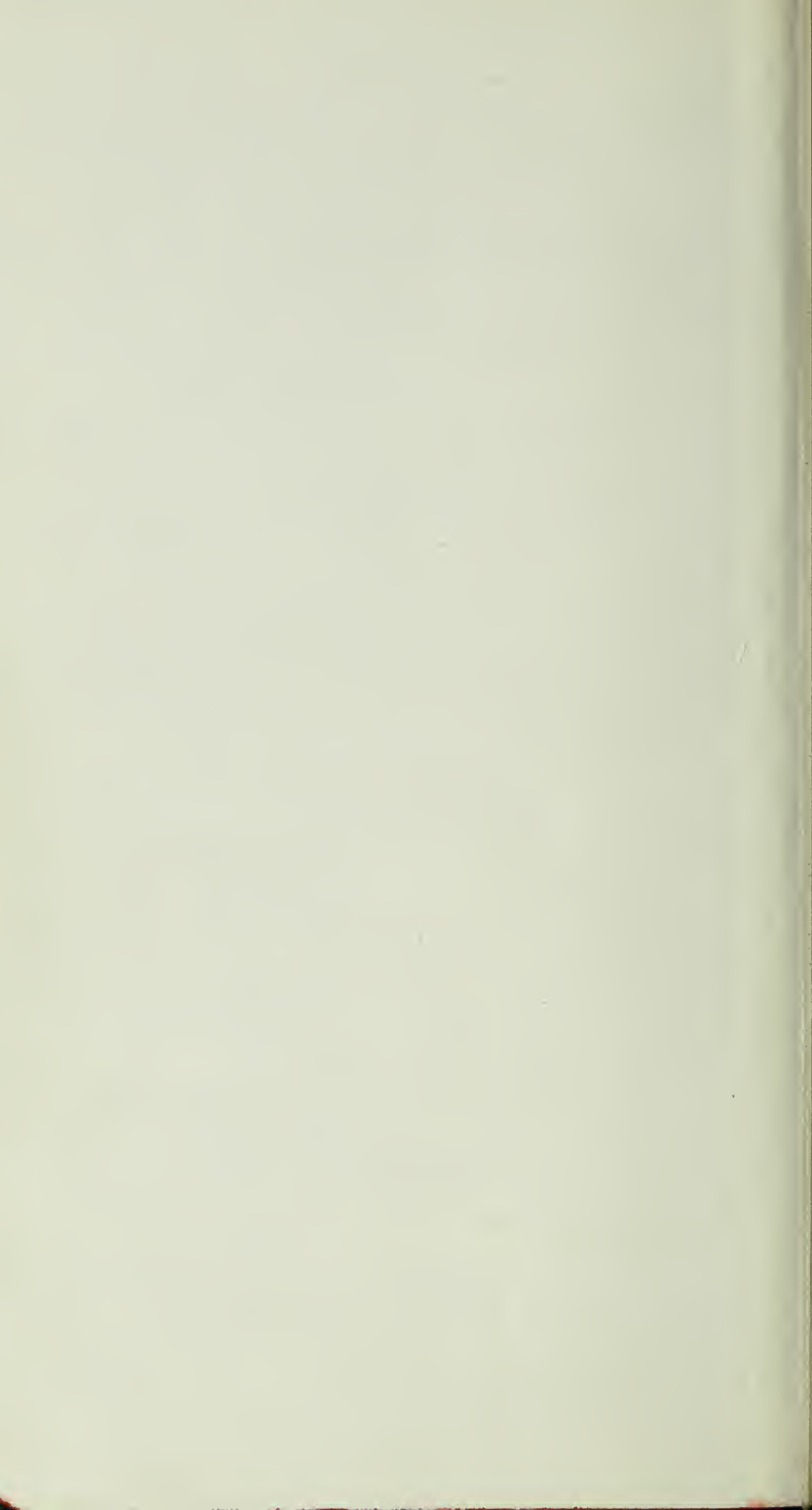








NEW YORK STATE, SHOWING MAIN THROUGH ROUTES IN THE HUDSON RIVER VALLEY; TO AND FROM THE GREAT LAKES, THE ADIRONDACK MOUNTAINS, AND THE ST. LAWRENCE RIVER. ALSO PRINCIPAL LOCAL ROUTES, WITH PORTIONS OF ADJACENT STATES AND CANADA.





## NEW YORK STATE ROUTES.

### Principal Tours in the Hudson River Valley; to and from the Great Lakes, the Adirondack Mountains, and the St. Lawrence River.

The roads of the Empire State exhibit a wide range of difference in materials, conditions, and adaptability for automobile tours. Practically all the country within fifty miles of New York City is easily and conveniently reached by motor car, and it is therefore more traveled than any equal area in the United States. Short runs in and out of the Metropolitan District are infinite in number; but outside of a few favored localities, the State cannot as yet be particularly proud of its facilities for road travel.

Both the Hudson River District and Long Island are advantageously situated, and their roads are better than the average of the State. In the Mohawk Valley, and in central and western New York, highway conditions are slowly improving, with an encouraging outlook for the future. Over these routes, in whole or in part, trips are made to Lake Champlain and Lake George, to the Adirondacks, the St. Lawrence River and Canadian points. Also to the Catskill Mountains, the Susquehanna Valley, the central lake region, the Genesee Valley, Niagara Falls, Chautauqua Lake, and many other interesting sections, which the motorist will find increasing pleasure in discovering by his own favorite method of travel.

Following will be found schedules of practicable tours in New York State and their principal connections into western New England, Ohio, and Pennsylvania. Most Canadian tours are made via Niagara Falls, but they may also be arranged via St. Lawrence River ports and Rouses Point on the Albany-Plattsburg-Montreal line. See in connection, "United States-Canadian Customs," pages 23-24.

As this Road Book goes to press the project of raising a \$50,000,000 road improvement fund is before the people of New York State, with fair prospects for its enactment into law. The wise expenditure of that sum of money would probably double the number of automobile tours possible within the State up to this time, and multiply the present amount of travel.

### NEW YORK CITY TO ALBANY, N. Y.

#### East Side of Hudson River

This fine tour is in the main along the old Albany post-road, which at one time divided with the River all northward travel from New York City. For about thirty miles the roads are mac-



adam, in good condition, and the grades easy; after that mostly of dirt from good to poor, with some trouble after continued rains. Steepest grades are encountered through the Hudson River highlands. Hotels and garages are numerous and sign-boards frequent, but not wholly complete from end to end. Nearly every avenue northward from New York has some connection to and from the Albany road; but the principal and most used passage across the Harlem River is the Central Bridge, One Hundred and Fifty-fifth St. and Seventh Ave. Of the various local routes to Yonkers, three are given herewith.

### Yonkers via Jerome Avenue

Central Park to (upper) Seventh Ave., to One Hundred and Fifty-fifth St., turning into Central Bridge, crossing same *straight ahead* into Jerome Ave., which keep — with double trolley tracks — past Jerome Reservoir, direct to Woodland Cemetery. After passing cemetery take first left (Mosholu Ave.) or second left (McLean Ave.) to Broadway and keep same in to Getty Sq.,

**Yonkers.**

*SPECIAL NOTE. A new uptown branch office of the Hartford Rubber Works Co. has just been opened at 2355 Jerome Ave., Bronx Borough, New York City. This branch is situated on the main line of travel between New York and all New England points; also on the most-used of the various routes to Yonkers and North thereof. It is on the left-hand side of Jerome Ave., between 183d and 184th Sts. Particular attention will be paid by the new branch office to the tire and repair requirements of tourists en route in any direction. Open seven days and seven evenings a week.*

### Yonkers via Sedgwick Avenue.

An interesting deviation from above, closer to the Hudson River: turn left from Central Bridge into Sedgwick Ave., New York Central railroad tracks on left. On, under High Bridge and Washington Bridge, past Morris Heights, along below Fordham Heights, crowned by new buildings of the University of the City of New York, and Webb's Shipbuilders' Home. Take left fork in front of Shipbuilders' Home into Bailey Ave., direct to Kingsbridge Station; here turn left, cross railroad tracks and right turn immediately into Broadway, which keep north to Yonkers, as already given.\*

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\* This route temporarily out of use by new construction. Until completion of same, take Albany Ave. (just before crossing railroad at Kingsbridge Station) to Van Cortlandt Park; thence direct to Yonkers.

## Yonkers via Old Broadway and Kingsbridge.

Fifty-ninth St. and Central Park ("Columbus Statue") into Broadway, which keep to Sixty-fifth St., thence into Amsterdam Ave. — straight past St. John's Cathedral (now building), with St. Luke's Hospital on right, Columbia University on left. Take down grade to One Hundred and Twenty-fifth St., and up grade to One Hundred and Sixty-first St., where bear to left, following car line to Canal joining Hudson and Harlem Rivers. Over Canal and New York Central railroad tracks, follow car line direct, alongside from Cortlandt Park to

17 miles.

Yonkers.

From Getty Sq., Yonkers (junction of routes from New York), take North Broadway to Dock St. to Warburton Ave., past old Phillipse Manor House (now City Hall), with car line and along river through Glenwood and Hastings. Keep main road, avoiding Dobbs Ferry proper, passing Stone Church and schoolhouse (close together on left), past Ardsley Club to and through Irvington. Main road goes through upper portion of

27.5 miles.

Tarrytown.

NOTE. To reach Tarrytown-Nyack Ferry from this route, turn left from Broadway into Main St., with trolleys, to ferry, but sharp, dangerous hill on way. If not sure of brakes, go down Main St. to right turn to Washington St. and left turn to Central Ave. to left turn on Orchard St., back into Main St. Thence ahead over N. Y. Central R. R. tracks to ferry.

On through trip avoid lower Tarrytown, keeping straight on past André Monument into old Broadway (sign) past St. Paul's Church, up and down hill, over Pocantico Bridge, alongside Sleepy Hollow Cemetery and into Ossining. From public square, pass Soldiers' Monument and turn left, down hill, following main road through Croton, Oscawanna, and Montrose. Two and one-half miles below Peekskill a fork in the road shows two ways ahead. *Bend right*, with trolley, into Washington St. — macadam, shorter, and better than the "lower road" — into South St., which keep to the center of

44 miles from New York.

Peekskill.

Take Division St. uphill, bending almost at once into Highland Ave., down long hill to Annsville Hamlet (State Militia Camp near by). New road, forking to right goes *around* Nelson Hill toward Garrison. At sign "5 miles to Cold Spring" turn

right and keep straight ahead until road forks just beyond Cold Spring. Take left here, follow main road to

**62 miles.**

**Fishkill Village.**

(Ferry across river to Newburg, N. Y.)

Turn right (north) on Church St. and keep straight ahead to small park at top of hill where right turn brings to Wappinger's Falls. Down hill, with trolley tracks to Poughkeepsie Rural Cemetery, where road forks for two entrances into Poughkeepsie. Left fork is South Ave. to Market St. to Main St. (Courthouse on corner) center of city,

**76-80 miles.**

**Poughkeepsie.**

NOTE. Where road forks, at Rural Cemetery, right fork is Academy St. direct to Main St., entering Main St. a short distance above the Courthouse. This would be a trifle shorter for tourists making a through trip from below Poughkeepsie to Pleasant Valley, etc., en route to the Berkshire Hills.

### **North from Poughkeepsie.**

Leaving Poughkeepsie, take the Main St. (by left turn west) to right turn into Washington St. (first right-hand turn west of Courthouse). Keep due north, under Poughkeepsie Bridge and past State Hospital along main road to Hyde Park and Staatsburg — fine — to Rhinebeck. Avoid Rhinecliff (on Hudson) unless wishing to take ferry to Kingston, N. Y. Straight through Rhinebeck and cross railroad, direct on to Red Hook. Before Upper Red Hook take left fork (slightly winding) to Clermont and almost at once left fork again to Blue Stores. Bend half way around hotel at this place and on the through road toward Hudson.

Approaching Hudson it will make some difference whether or not the tourist intends to make a stop here. If so, keep Worth Ave. to left bend into Warren St. — the principal thoroughfare down town — reaching hotels, garages, railroad station and ferry (to Athens, N. Y.). But a through trip need only skirt the outer edge of the city, in which case the Public Square — bisected by the B. & A. Railroad — is the turning point. This Square is a short distance along Warren St. after the left turn from Worth Ave. Turn right to pass alongside of Park, then diagonally right into Green St. A short distance beyond, Green St. makes broad right turn, and almost immediately (at "Bell Fountain" — local landmark), there is a short left turn into the road running north. Take this road, crossing railroad



short distance beyond; then take next left fork (locally the "lower road"), which is the best way to Stockport.

### Hudson to Albany.

NOTE. Shorter cut through outer edge of Hudson is *right* turn from Worth Ave. to Prospect Ave., and right turn into the Union Turnpike. Thence left turn almost at once to short connecting street to northward road, as above. This short cut is likely to take a stranger more time to make than the one given via Public Square.

One and one-quarter miles beyond Stockport Center there is a choice of two routes to Albany: (a) the river road via Coxackie; (b) a farther inland road via Stuyvesant Falls and Kinderhook—the latter generally preferred. At Kinderhook turn square left in center of town, out past cemetery, holding the same road, regardless of its bends (being careful not to take any of the roads down to Castleton-on-Hudson) to Schodack Center, where the old Albany-Boston post-road joins. Thence direct north on the main thoroughfare to Rensselaer, entered by Columbus Ave. to Columbia St. to Broadway to toll bridge. Cross bridge (15c. toll) to Broadway to State St., extending from front of Post Office to "Capitol Hill,"

150-155 miles.

Albany.

The run from New York to Albany is a considerable undertaking for one touring day, but a comparatively easy two-days' trip, with one night stop at Poughkeepsie, almost exactly half way.

### ALBANY, N. Y., TO NEW YORK CITY.

#### Reverse of Preceding Route — Condensed.

From foot of State St. (extending from State Capitol and upper part of city to Post Office), Albany, take Broadway South over wretched pavements, to toll bridge over Hudson River. From bridge exit turn right into Broadway, Rensselaer, bending left into Columbia St. and out Columbus Ave. into the old post road. This is practically one thoroughfare to the Battery, New York City, though its identity has been lost at many places, especially in the towns and cities en route.

Keep post road through Schodack Center (avoiding any turn down to river road, via Schodack Landing, etc., not so good), direct to Kinderhook. Enter Kinderhook by passing cemetery on left, bending right in center of town, past hotels,

into through road via Stuyvesant Falls to Stockport Center. Direct South, crossing railroad on outskirts of Hudson; a short distance beyond, bear right into Green St., which keep to Public Square,

**32 miles from Albany.**

**Hudson.**

### **Hudson to Poughkeepsie.**

This Public Square is on outer edge of Hudson; if going down town (to hotels, railroad station or ferry across river), take Warren St. — principal thoroughfare — all way. But if making through trip, take Warren St. *outward from Square* short distance into Worth Ave., which leads again into the post road.

On to right turn at Blue Stores, thence main through road (few turns and not easily mistaken), via Clermont, upper Red Hook, Red Hook, Rhinebeck (Rhinecliff, three miles East, on river), to Staatsburg and Hyde Park.

The last few miles are unexcelled macadam, leading directly under the Poughkeepsie Bridge into Washington St., which keep to intersection with Main St. Turn left, with trolleys, to Main and Market Sts. (Courthouse on right-hand corner), center of

**70-75 miles from Albany.**

**Poughkeepsie.**

### **Poughkeepsie to Yonkers.**

Leave Poughkeepsie by right turn from Main St. to Market St., thence with trolleys to Wappinger's Falls. Cross stone bridge, near Falls, and bear left up steep grade; about two miles beyond take left fork to Fishkill village. Enter Fishkill village by Church St. to intersection with Main St.; *turn left up Main St.* (right turn to Fishkill-Newburg ferry). Over dangerous grade crossing and then right on North-and-South road through highlands to outskirts of

**21 miles from Poughkeepsie.**

**Cold Spring.**

NOTE. If desired to follow river road — poorer going but splendid scenery — over this portion of the route, go down to river from Wappinger's Falls, thence through (lower) Fishkill village and Storm King to Cold Spring. Take Main St., Cold Spring, to outskirts of town, where join through route already given.

Do not descend into Cold Spring village (on river), but keep to left over bridge, following main road, passing outskirts of several hamlets. At cross-roads near Garrison, bear left uphill and on to Annsville; here cross bridge over small stream and go

up very steep grade immediately beyond. Same road leads past National Guard Camp into Highland Ave. and Division St. to center of

**32 miles from Poughkeepsie.**

**Peekskill.**

Keep through Peekskill by South St. into Washington St. (avoiding turn down to river); about two miles out intersect main road again, which keep through Croton Landing and Ossining. Direct through Ossining to Tarrytown,\* keeping main thoroughfare all way, not going down to *lower* part of any of the towns.

On past Irvington and Dobbs Ferry to Yonkers. Enter by Warburton Ave., past Manor Hall (City Hall), to left turn into Dock St., to right bend into North Broadway, to Getty Square,

**59 miles from Poughkeepsie.**

**Yonkers.**

### **Yonkers to New York via Riverdale.**

Differing from all of the routes between New York and Yonkers already given on the up trip is another route down from Yonkers via Riverdale Ave. to the west side of Manhattan Island, which is considered by many the most attractive of all. From Getty Sq., Yonkers — meeting point of all local through routes — go one block west to Riverdale Ave., which take direct to Ludlow and Riverdale.

After passing Hudson Park (beyond Riverdale), turn left across railroad to Kingsbridge. Short distance beyond turn right into Kingsbridge Road (Broadway), over another bridge and direct on through Inwood. At forks turn obliquely right into Lafayette Boulevard. Keep this boulevard to its end at One Hundred and Fifty-sixth St.; here turn right into Broadway, to One Hundred and Thirty-fifth St. Right turn into One Hundred and Thirty-fifth St., and one block beyond turn left over viaduct into Riverside Park Drive, direct to Seventy-second St., to Central Park West, to Columbus Circle, corner Fifty-ninth St.

**15 miles from Yonkers.**

**New York.**

**150-155 miles from Albany.**

Most of the road travel from central and northern New York State to New York City and below has come to follow the Hudson River route. Return trips this way from the Berkshire Hills join it at either Albany, Hudson or Poughkeepsie, the latter the shortest and most direct line.

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\* To reach Tarrytown-Nyack ferry see "note" page 153, except turn *right* from Broadway to Main St., instead of *left* (approaching from opposite direction).



## HUDSON RIVER-NEW ENGLAND ROUTES.

### Principal Connections from Peekskill, Poughkeepsie, and Hudson, N. Y., into Connecticut and Massachusetts.

Between the Hudson River on the western side, and the Connecticut River Valley and the Berkshire Hills on the eastern side, are various connecting routes which are gradually coming into a well-deserved popularity. As a matter of fact, almost every place of note in the East Hudson River district is a possible gateway into western New England, though travel naturally comes to favor a few well-defined routes.

While itineraries for these tours are not yet so complete as for the through lines along the Hudson River and the shore of Long Island Sound, some knowledge of them is essential not only to an understanding of this section as a whole, but it is often invaluable in making up touring schedules partly in New York State and partly in New England.

Of the runs which follow, those eastward from Peekskill are relatively unimportant in the sense that they are not likely to have *much* travel over them. The same may probably be said of the route from Poughkeepsie to Danbury, Waterbury, and Hartford, Conn.; though both of these are valuable in treating of the series as a whole.

But the tours from Poughkeepsie and Hudson to and from the Berkshire Hills are of great and growing importance. They connect New York City with western Connecticut and western Massachusetts by routes scarcely longer than the railroad mileage, using the popular Hudson River road to either Poughkeepsie or Hudson. Thence they cross an easily traveled and picturesque hill country to Litchfield and Berkshire Hills.

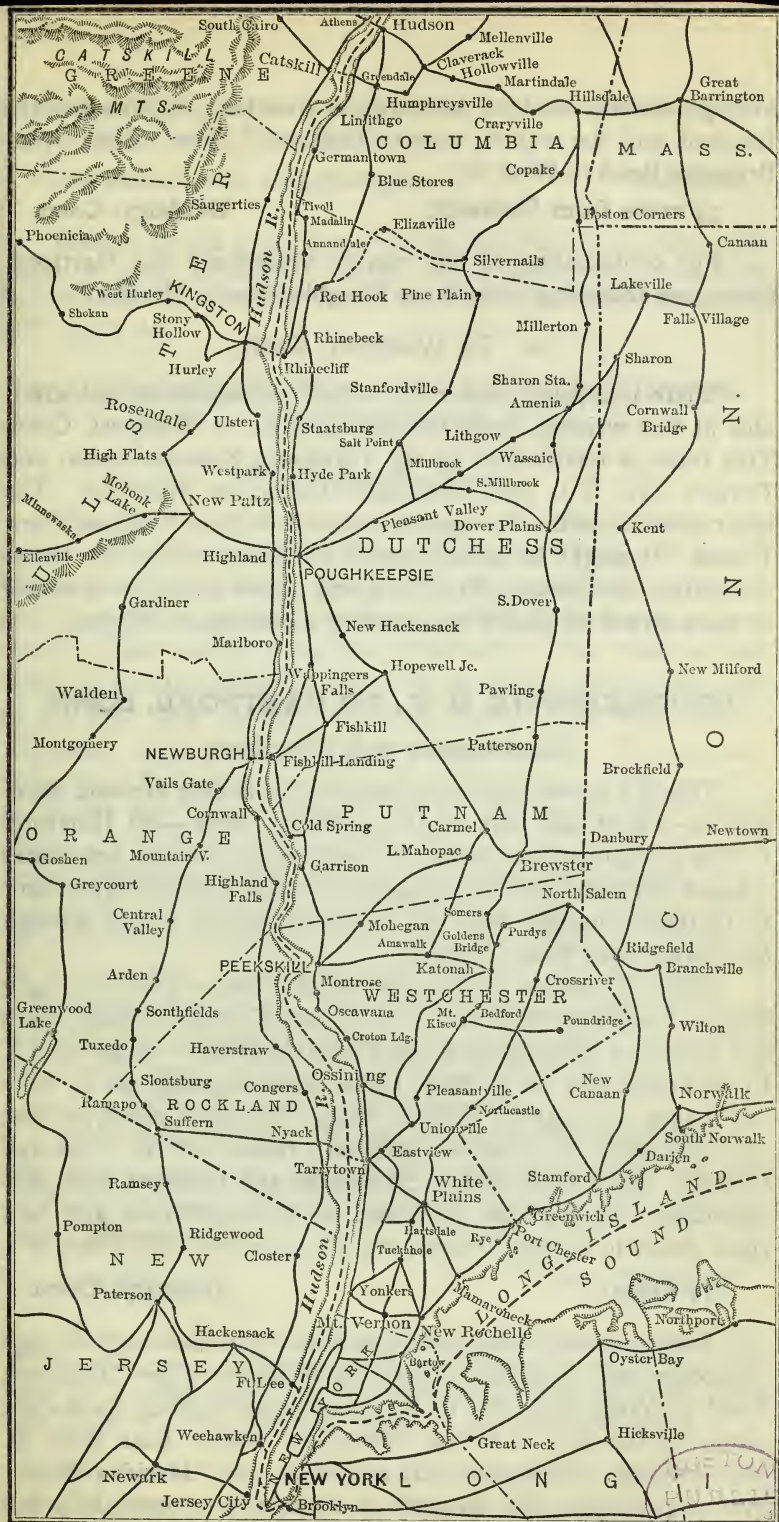
Eastward tours from Albany and Troy, N. Y. — forming parts of the through lines across Massachusetts — are covered on pages 54-55.

## TWO ROUTES EAST FROM PEEKSKILL, N. Y.

### I. To Danbury, Conn.

Entering Peekskill from below (Washington St. into South St. to center of city), or from above (Highland Ave. into Division St.), take Division St. a short distance into Main St. Turn right on Main St. and keep about four miles out to terminus of trolley line at Lake Mohegan.

Thence East to Lake Mahopac and through Carmel and Brewster across interstate line to Danbury. This route is over



The Hudson River district, showing New York-Albany route to Hudson, N. Y., and principal connections to and from lower New England.

average country roads in fair-to-good condition; sign-boards are frequent and the way is easy to find and follow. Enter from Brewster Road to West St.,

**33 miles from Peekskill.**

**Danbury, Conn.**

For continuation of this run to Waterbury and Hartford, Conn., see following route from Poughkeepsie to Hartford:

## **2. To Westport, Conn.**

There is a practicable route, details of which are not available at this writing, from Peekskill, N. Y., to Westport, Conn. This route is reported to be via Yorktown, Somers Center, and Purdy's (N. Y.), and Ridgefield, Conn., to Westport. The latter point is on the through route between New York and New Haven. It might be advantageous at times to use this cross-route from the Hudson River to Long Island Sound, and details of same would be gladly received for a subsequent edition.

## **POUGHKEEPSIE, N. Y., TO HARTFORD, CONN.**

### **Via Danbury and Waterbury**

This is a connecting route between the middle Hudson River district — East side direct; West side by ferry — to Hartford. It does not go straight across the intervening country, but makes a broad downward bend to Danbury, thence East via Waterbury to Hartford, joining there all North-and-South routes through the Connecticut River Valley.

From the corner of Main and Market Sts., center of Poughkeepsie, keep East with trolley to Vassar College, making sharp left turn four miles beyond (by Pudney's Mills — large creek). Cross bridge and on to New Hackensack, turning left at store and taking next right to Fishkill Plains. On past Chapel, on level road to right turn across railroad; thence on to Hopewell Church. Turn sharp left to Stormville and continue East over mountain. At top take left road to Ludingtonville and turn right direct to Carmel; thence via Brewster and Mill Plain to

**45 miles.**

**Danbury, Conn.**

Same general route continues East from Danbury through Newtown and Southbury, entering Waterbury by Middlesex Road to West Main St. to the small square which marks the center of the city. Leaving Waterbury, follow East Main St. out one mile. Then turn left and keep the "Meriden Road" over Southington Mt. straight to Plantsville — roads hilly but



in fair condition. From Plantsville the route is through South-  
ington to Plainville, New Britain, and

**110 miles from Poughkeepsie.**

**Hartford.**

NOTE. Roads from Plantsville to Hartford are mostly mac-  
adam in good condition. Detail riding directions from New  
Britain will be found in the New Haven-Hartford-Springfield  
tour, page 41.

## **POUGHKEEPSIE, N. Y., TO LENOX AND PITTS- FIELD, MASS.**

**(Via Lakeville, Conn.)**

Though not as much traveled as some other routes, this  
makes a very picturesque and interesting tour from the middle  
Hudson River district—principally Poughkeepsie, Newburg  
and intermediate points—to the Litchfield Hills and the Berk-  
shires. Cars coming from the West side of the Hudson may  
take the Newburg-Fishkill ferry, thence North to Poughkeepsie  
by the post road; or they may keep North on the West side to  
Highland, with direct ferry to Poughkeepsie. The distance  
from New York City to Lenox or Pittsfield over this route is  
no longer than that to Albany, N. Y., and the last half of the  
distance is through very attractive portions of western Connec-  
ticut and western Massachusetts, while the scenery on the upper  
half of the Albany run grows less interesting. Mileage from  
New York to Pittsfield, via Albany post road, Poughkeepsie,  
N. Y., Lakeville, Conn., and Lenox, Mass.—151-155 miles. It  
is somewhat longer when the uptrip is made on the West side  
of the Hudson, varying in distance according to the route taken.  
In good weather the tour from New York and environs to  
Lenox or Pittsfield can be made in one day.

From center of city, Poughkeepsie, keep East on Main St.,  
with trolley, about one and one-half miles, where take left fork  
to Pleasant Valley. Gradual up grade to Washington Hollow,  
where take left fork to

**15 miles.**

**South Millbrook.**

NOTE. Making a through trip from below, without a stop  
at Poughkeepsie, a short-cut through the city would be right  
bend by Poughkeepsie Rural Cemetery into Academy St., direct  
into Main St., and right turn on Main St., with trolley, etc.

When near Halcyon Hall (hotel), turn left to Millbrook;  
cross railroad on to entrance to Dietrich place (known by port-

cullis and bridge). Here turn right, on to Lithgow, two miles beyond which ascend hill, turning right at summit of same. Descend hill — many turns, dangerous — to Amenia, crossing railroad tracks, and on to Sharon, Conn. Turn left up main street, taking first right fork to

**37 miles.**

**Lakeville, Conn.**

Continue under railroad tracks on to Salisbury, taking left at Soldiers' Monument, into the "Under Mountain Road." At signpost seven miles from Salisbury, turn right to Sheffield, and after crossing railroad turn North to

**55 miles.**

**Great Barrington.**

Follow Western bank of Housatonic River, under railroad tracks direct through Van Deusenville and Housatonic to Glendale. Continue due North, leaving Stockbridge one mile to right. Three miles beyond pass Stockbridge Bowl (also on right) to Lenox. In front of Curtis Hotel, turn left through village, up steep hill on to

**75 miles from Poughkeepsie.**

**Pittsfield, Mass.**

**151-155 miles from New York City.**

## **PITTSFIELD, MASS., AND LENOX, MASS., TO POUGHKEEPSIE, N. Y.**

**Via Lakeville, Conn.**

This route reverses the itinerary given in the tour from Poughkeepsie to Pittsfield, with minor changes better suited to the direction taken. Tours over this course are frequently extended to the West side of the Hudson, especially to Newburg.

From Pittsfield take South St. direct to Lenox, turning left in front of Curtis Hotel. At first forks (gatehouse) keep left, and at next four corners bend to right, then left to Glendale. Road follows West bank of the Housatonic River direct through Housatonic and Van Deusenville (grade crossings: use care) to

**21 miles.**

**Great Barrington.**

South on Main St., past site of Berkshire Inn, to forks. Take right fork (Maple Ave.); also right at next fork, bending left one-half mile beyond to South Egremont. At sign "To Hillsdale," keep right; on to next forks, where turn right; one-half mile beyond turn left, and just beyond (at sign "To Lake-

ville and Salisbury") keep left into "Under Mountain Road" direct to Salisbury and

**38 miles.**

**Lakeville.**

Keep left under railroad tracks, climb steep hill and take right at white church. Direct to Lakeville School (large yellow buildings), where keep left, and at forks just beyond take right to Sharon. At end of Park turn right past Sharon Inn and keep right to Amenia. Continue past hotel, climb Amenia Hill (many turns: dangerous), keeping left at first forks and then right to Lithgow. One mile beyond take right fork to Millbrook. At the Dietrich place (known by portcullis and bridge), turn left down hill. Cross railroad and turn left to South Millbrook; when near Halcyon Hall (hotel) turn right to Washington Hollow. Turn left direct to Pleasant Valley, to Main St., center of city,

**75 miles from Pittsfield.**

**Poughkeepsie.**

## **HUDSON, N. Y., TO LENOX AND PITTSFIELD, MASS.**

### **Choice of Two Routes.**

These are the most northerly of the routes from New York State into western Massachusetts below the main thoroughfares across the latter state between Albany and Boston. They are not only splendid trips in themselves, but it is frequently possible to plan "circular" round trips from the Hudson River to and from the Berkshires, or vice versa. In making up such schedules, Albany (or Troy) and Poughkeepsie will often be used as the other Hudson River termini.

#### **1. Via Great Barrington.**

From down town, Hudson (hotels, garages, and railroad station), take Warren St. — main thoroughfare — to Public Sq. Cross railroad and turn left along further side of square, then diagonally right into Green St. This street makes broad right bend, passing two cross roads (the northward road to Albany and the Union Turnpike), and merges with the Columbia Turnpike, direct to Claverack. One mile beyond cross roads, Claverack, take *right* fork, on through Hollowville to Martindale, crossing Harlem railroad three times en route to Hillsdale. Continue directly East, through toll gate, ascending gradually to top of easy pass (1,000 feet elevation), descending to South Egremont, Mass. At this point turn left, then right to

**28 miles from Hudson.**

**Great Barrington.**



Continuing up Main St., turn left, passing under railroad tracks, which follow through Van Deusenville and Housatonic to Glendale. Beyond village keep North, leaving Stockbridge one mile to right. Three miles beyond pass Stockbridge Bowl (also on right), to Lenox. In front of Curtis Hotel, turn left through village, up steep hill and on to

48-49 miles from Hudson.

Pittsfield.

## 2. Via Chatham and State Line.

Same exit from Hudson as in the preceding route. At fork one mile beyond cross-roads, Claverack, bend *left* (instead of right as in the previous instance), and on to Mellenville. Here turn left, cross railroad tracks and on to Ghent and Chatham. Down Main St., across tracks of Boston & Albany railroad (on right), then sharp left turn at foot of steep hill. Ascend hill to New Concord, descending hill beyond cross-roads (passing several hamlets), and three and one-half miles farther (sign-post), turn right to

28 miles.

State Line.

Cross railroad tracks at State Line, keeping straight on to West Stockbridge. On through village, taking left fork at end of street, up mountain road. Take left fork beyond summit (right fork leads to Stockbridge, three miles), and descend to Curtisville. Turn left and continue due North, passing Stockbridge Bowl (as before) to Lenox. North, as before, to

46 miles.

Pittsfield.

## Central Routes North from New York City.

Probably few of the thousands of motorists to whom the main-traveled thoroughfares along the east side of the Hudson River and above Long Island Sound have become perfectly familiar have ever turned deliberately from either the Albany Road or the Boston Road to explore the wonderfully interesting country which lies between them. The subject is really too large to be grouped under a single heading. Between New York and Yonkers and White Plains are numerous interesting routes. One may turn north from White Plains to Armonk and Mt. Kisco, cross entirely over the celebrated Croton watershed, and come out upon the Albany Post Road at Croton-on-the-Hudson, making a trip whose features are certain to surprise the first-time visitor.

Northward, Lake Mahopac is easily accessible; and a trip may be extended up until it has crossed all the routes which connect the Hudson River with the Litchfield Hills and the Berkshires — adding materially to the number of ways New England may be reached from New York State.

The following small group of routes (ending middle of page 170) are shown in whole or in part on three maps in this Road Book. Consult maps pages 35-36 and 149-50, also map opposite page 158.

## **TWO ROUTES YONKERS TO NEW ROCHELLE.\***

### **1. Direct Line.**

This is the shortest possible line between the Hudson River and Long Island Sound, across the suburbs immediately above the City of New York. From Getty Sq., where all routes through Yonkers merge, take New Main St. to left turn into Nepperhan Ave. Follow Tuckahoe trolley cars past Nepperhan Station (New York & Putnam railroad), on past Pumping Station to Tuckahoe Station (New York & Harlem railroad), into White Plains Road, into North St. and Main St.,

7½ miles.

New Rochelle.

### **2. Via Mt. Vernon.**

As before from Getty Sq. to intersection of Nepperhan Ave. with Yonkers Ave. Turn right on Yonkers Ave., keeping uphill past Dunwoodie Station (New York & Putnam railroad). On same Yonkers Ave. direct though not straight, passing near Empire City Track to

4½ miles.

Mt. Vernon.

Thence out Third St. to New Rochelle, trolley cars all the way.

## **TARRYTOWN, N. Y., TO MAMARONECK, N. Y.**

These two points are diagonally opposite each other, at about equal distance from New York City, Tarrytown on the Hudson River and Mamaroneck on Long Island Sound. A nearly direct line connects them, via White Plains, with interesting suburban country the entire distance. Going out from New York either way and returning the other way — crossing by this short connecting line — makes an easy and short circular tour of between 55 and 60 miles.

Detail riding directions to Tarrytown will be found at the

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\* For complete running details between New York City and Yonkers see three northbound routes pages 152-3 and southbound route page 157.

beginning of the New York-Albany route; riding directions to Mamaroneck at the beginning of the New York-New Haven route. In making the connecting link, turn from Broadway, Tarrytown, into White Plains Road, a short distance south of Main St. (where trolley crosses Broadway from lower part of city).

Go out the White Plains Road, meeting trolley again at foot of Glenville Hill; follow trolleys all way from Glenville to Elmsford and White Plains. Leaving White Plains turn right, across trolleys, into Mamaroneck Ave., winding at times, but direct to

**17 miles.**

**Mamaroneck.**

NOTE. Mamaroneck Ave. comes to an end as it intersects with the Shore Road at the center of Mamaroneck village. En route to New York, make turn to right of fountain in small open square; en route to Stamford or beyond, make broad left turn — outward over small stone bridge — in either case coming into the Shore Road, the main thoroughfare between New York and New Haven.

A good road also connects White Plains with Portchester, ten miles above New Rochelle, likewise on the Sound. Taking same would save time and distance to Stamford, Bridgeport, New Haven, and beyond. Directions: Continue East on Railroad Ave., from center of White Plains to Westchester Ave., direct to Portchester — seven miles from White Plains.

## **NEW YORK CITY TO MT. VERNON AND WHITE PLAINS.**

The most used route over this course is identical with the Jerome Ave. route to Yonkers until past Woodlawn Cemetery, when an easterly direction is taken instead of a westerly direction. It might be said that this short middle line, north and south, broadly divides the suburbs on the Hudson River from those on the near-by shore of Long Island Sound.

Central Park to (upper) Seventh Ave., to One Hundred and Fifty-fifth St., turning right into Central Bridge, which cross and follow Jerome Ave. (car tracks) over good road past Jerome Reservoir, direct to Woodlawn Cemetery. Short distance beyond across Harlem R. R. to Stevens Ave. (alongside N. Y., N. H. & H. R. R. tracks) to Railroad Station and City Hall,

**16 miles.**

**Mt. Vernon.**

From City Hall, Mt. Vernon, take Prospect Ave. to left turn into Fulton Ave. On to right turn into Lincoln Ave., to Colum-



bus Ave. (or White Plains Road), and this avenue through Tuckahoe and Scarsdale to

26 miles.

White Plains.

## NEW YORK CITY TO LAKE MAHOPAC, N. Y.

The round trip to Lake Mahopac is a popular one-day run from New York, with a choice of two main routes, one via Mt. Vernon and White Plains, the other wending its way between the northern suburbs and quickly out into the country. Both of these are central routes, avoiding the familiar Hudson River and Long Island Sound roads. The one via Mt. Vernon and White Plains is much used, but the other is less crowded, and less likely to be blocked at any point by the progress of public works. Going one way and returning the other will add interest and variety to the round trip.

Riding directions as far as Mt. Vernon and White Plains are given in detail in the preceding paragraphs.

From White Plains take the Tarrytown Road, with trolley, as far as Elmsford, where turn right into State Road; thence on through Pleasantville to Mt. Kisco and Bedford. Direct north to Katonah, where turn left to Amawalk; here turn right and follow main road north, with Harlem Railroad, to

56 miles.

Lake Mahopac.

### Optional Route to Lake Mahopac.

Central Park to Central Bridge and Jerome Ave., as before, *keeping same through to Yonkers Ave., two miles above Woodlawn.* Then turn left to Nepperhan Ave., two miles; thence to right and straight up Nepperhan Ave. and the Saw Mill Valley road to Elmsford; thence north to East View, and sharp turn around County House. Turn left near Unionville, straight north, and continue straight north to Briarcliff Manor, to Croton Lake, Yorktown, Amawalk, Somers Center, and

50-53 miles.

Lake Mahopac.

## WHITE PLAINS TO CROTON-ON-HUDSON.

This is a unique connecting link between the central routes above New York City and the Hudson River. It extends from White Plains — the hub of many routes in Westchester County — to Croton-on-Hudson, intersecting there the through highway

between New York and Albany. From White Plains take Railroad Ave. east to the Soldiers' Monument, making left turn there into Broadway. Keep north past North White Plains Station (Harlem Railroad) to and past Kensico Lake, direct to Armonk and Mt. Kisco. Leaving Mt. Kisco, the route goes north a half mile, then turns sharp left around Turkey Mt., and crosses the Croton watershed. The latter part of the run is largely over new and higher roads which the city of New York has built to take the place of those submerged in increasing its water supply. Pass Croton Lake Station, Pines Bridge, Old Croton Dam, and New Croton Dam to

17 miles from Mt. Kisco.

Croton-on-Hudson.

22 miles from White Plains.

NOTE. *Other interesting side-trips in the relatively small and easily accessible district between the lower Hudson River and Long Island Sound and the Connecticut boundary are literally without number. Westchester County (especially) is threaded by fair-to-good highways in all directions, and motor-car trips can be made to any point desired in this territory. There are no "impassable" roads, except such as may be temporarily out of use on account of new construction.*

## AN "INLAND" ROUTE TO HUDSON, N. Y.

A unique tour, almost entirely over back country roads, is that through the section which lies between the Hudson River and the Connecticut and Massachusetts state lines. Take any of the routes from New York to Yonkers already given. At Getty Sq., Yonkers, take East Main St. to Yonkers Ave., a short distance over into the Saw Mill Road. Into this turn left, and continue north along the east bank of the Saw Mill River, crossing under the tracks of the New York & Putnam Railroad just below the station at Gray Oaks. River and road run along in proximity, the road being for the most part good and sometimes fine. Leaving Gray Oaks, the next village passed is Nepera Park; then Mount Hope, with its famous cemetery of the same name. Beyond Mount Hope the next town is Ardsley, connected with Dobbs Ferry by a macadamized road, and with Scarsdale on the Harlem Railroad. Passing directly through Ardsley, the road leads on to Woodland and Elmsford.

### Through the Northern Suburbs.

All the way from Gray Oaks to Elmsford the road has been within sight of the railroad tracks, but there leaves it for a time, only again to return to it at East View. Here be careful not to

follow it again, but turn right near the County House, and continue north to Unionville, which is four miles — measuring in a straight line — from the banks of the Hudson. Proceed through the town and cross the tracks of the Harlem Railroad. Follow these past the church until the line of telegraph wires is in sight. Continue on in their direction to the typical country towns of Pleasantville, Chappauqua, New-Castle, and Mount Kisco, the latter forty-two miles from New York. The roads are generally good, but with numerous grades and occasional hills. From Mount Kisco continue out on the first street east and parallel with the railroad tracks. Reaching the forks, take the left, and follow the main road to Bedford Station, 44 miles. At station, turn left, crossing the railroad to forks, where take the right down hill, and turn into the left at the first road reached.

At the little bridge over a branch of the Croton River turn right into Katonah, forty-seven miles. From Katonah take the Golden's Bridge Road. It is to the left, but in following it take the first turn to the right, cross the railroad, turn sharp left at the next opportunity, recross tracks to the west or left side of them, and, taking next left fork, ride directly in to Golden's Bridge, forty-nine miles. This is half a mile from the village proper, which is to the right, on the Harlem Railroad.

Cross the bridge over the Croton and, taking all the right forks, continue on to Somers (fifty-one miles), where turn right. Just past the cross-roads note the watering-trough and turn left, turning right at the very next opportunity, over the bridge. This crossed, there need be no anxiety in regard to the forks which are then met, as both lead directly into Croton Falls (fifty-three miles). Leave Croton Falls over the bridge to the right, and follow the road, which, while somewhat hilly, is in very fair shape, and follows along the east bank of the Croton River. Brewster (fifty-nine miles) is on the other side of the river, but unless it is desired to stop there, keep on the east bank to Patterson (sixty-seven miles), over hilly country.

### North and West to Hudson, N. Y.

At Patterson turn right to Haviland Corners, then left to Pawling (seventy-one miles), on to Hurds Corners, and thence along the east bank of the river to South Dover (seventy-eight miles). Throughout this district the country will be found rolling, although of the many hills the large ones are in the minority. At a point four and a half miles out from South Dover will be found forks, the left being taken until, just beyond, other forks appear, of which follow the right this time to Dover Plains



(eighty-five miles). Cross the Harlem Railroad tracks and follow them along on the west side. Note the first bridge which is met. Cross it, and at the next bridge turn right to Wassic (ninety miles). On the way the road crosses to the east side of the tracks and follows them.

From Wassic to Amenia (ninety-five miles) the road runs directly through the valley. At Amenia take the left or west side of the tracks to the forks in the road, take the right, and, just beyond, a left through Sharon Station to Millerton (194 miles). At Millerton again change to the east side of the tracks, and, when the opportunity offers, turn left through Spencer's Corners to Boston Corners (111 miles). The route is now direct and guided by the telegraph poles. Pass through the villages of Copake Falls (115 miles), Hillsdale (121 miles), Craryville (124 miles), Martinville (129 miles), Hollowville (133 miles), and Claverack, to

140 miles from New York.

Hudson.

NOTE. In this tour emphasis is placed upon the back-country roads between New York and Hudson, and beaten paths have been avoided, in so far as possible, in giving the riding directions. From Unionville to Katonah this route is somewhat parallel with the "Optional route to Lake Mahopac," the latter being new state road between the points named. If desired to take this stretch of better road, turn left just before reaching Unionville and go straight north to Katonah, where the above schedule can again be picked up.

## ROUTES NORTH FROM ALBANY, N. Y.

### Tours to Saratoga, Lake George, and Lake Champlain points. Canadian Trips this Way.

The motorist making a trip up the Hudson from New York or some intermediate point is apt to enter Albany with a feeling of relief. Contrary to the usual expectation, the 25 or 30 miles immediately below are flat and uninteresting in comparison with the highlands of the lower Hudson.

The roads, too, are poorer, contrasting unfavorably with the long stretches of level macadam above Poughkeepsie. Finally, the approach to the city from the South (toll) Bridge, from Rensselaer, is over wretched stone pavement, with double car tracks — the whole way usually crowded with heavy traffic.

But once in Albany, no matter which way you turn, there is to be a radical change; a few miles riding in any direction will bring the tourist into the open country. Fine routes lead east-

ward into New England and, directly west, the Mohawk Valley is reached by Schenectady. Northward are Saratoga, Lakes George and Champlain; beyond them Canada. Slowly but surely the automobile touring fraternity is becoming acquainted with these and other localities in the northeastern part of the state.

## **TWO MAIN ROADS TO SARATOGA.**

Saratoga is the most important point above Albany and Troy, practically all the northern routes leading to or through it. The average distance covered by a road trip from New York to Albany is from 155 to 160 miles; additional distance to Saratoga a trifle under 40 miles, depending on the route taken from Albany. This entire trip can be made in one day, but two days is better, with an overnight stop at either Poughkeepsie or Hudson.

### **1. To Saratoga via Troy and Mechanicville.**

Leave Albany by Broadway (from South Bridge to Post Office, foot of State St., short distance below State Capitol), North, past N. Y. Central station, and out on the stone road toward West Troy. The way is direct, with trolleys, past the U. S. Arsenal, to the Congress St. bridge, a toll road into Troy proper.

After crossing this bridge follow trolley one block on Congress St. to First St., passing Troy Club on right. Turn left one block on First St. to State St. (asphalt), and four blocks on State St. to Fifth Ave. Left into Fifth Ave. (asphalt), keeping same straight ahead about ten blocks to Rensselaer St.

Turn right down slight grade on Rensselaer St. one block, then sharp left into Sixth Ave. Continue straight ahead (running into Fifth Ave., Upper Troy), thence up Fifth Ave. to 24th St. Turn left three blocks to Second Ave. (trolley), then right one block to Waterford bridge. Go over bridge and straight ahead, cross Delaware & Hudson railroad tracks; at next corner turn sharp right, still following trolley to Mechanicville over fine road.

**12 miles from Troy.**

**Mechanicville.**

**18 miles from Albany.**

Coming into Mechanicville, keep ahead on Main St., with Schuylerville-Glens Falls trolleys (avoid left turn into Park Ave. with local trolleys) until nearly through the city, when turn left on North St. or Saratoga Ave., direct, through several hamlets, to

**35 miles from Albany.**

**Saratoga.**

This is the shortest of all possible routes between Albany and Saratoga, using direct-line connections at all points; it is about four miles less than the railroad mileage.

## 2. To Saratoga via Schenectady.

Many tourists prefer to make the run from Albany to Saratoga via Schenectady. The distance is a trifle longer, but the first 17 miles to Schenectady coincide with the beginning of the route westward from Albany into central and western New York. Another reason why this option should be noted is that one bound from any point in or west of the Mohawk Valley to Saratoga would naturally make the northward turn at Schenectady instead of going the longer way around by Albany.

From Broadway, Albany, turn up State St. hill (Capitol on top), bending right around Capitol into Washington Ave.; thence straight ahead to Central Ave. This gives a straight road along the interurban car tracks, entering Schenectady by State St., past small park to business center of

17 miles.

Schenectady.

*Do not keep down town to N. Y. Central railroad tracks and depot, but turn right from State St., into Jay St.; go out Jay St. past City Hall to American Locomotive Works. Where Jay St. is cut off by Locomotive Works, bend right, with asphalt, then first left — Romeyn St. — out past Standard Oil station.*

Road soon crosses canal into the open country, thence through High Mills, Burnt Hills, and Ballston Center to Ballston Spa. Keep trolleys through this place and Ballston Ave. into Broadway, principal thoroughfare of

40 miles from Albany.

Saratoga.

NOTE. When once on Broadway, keep same all way into Saratoga, avoiding turn of trolleys for a private right-of-way entrance, unsuitable for motor cars.

## Optional Route Albany to Saratoga.

A third route, used at times, and useful in planning round trips, is identical with the second one given from Broadway to State St. and around State Capitol to Washington St. Here, instead of continuing on to Central Ave., turn square right into the Northern Boulevard. Watch for Boulevard sign, as its beginning at Washington St. is not conspicuous.

Cross brick-paved viaduct and later high iron bridge over N. Y. Central railroad tracks. On through Loudenville and Newtonville to Cohoes and Mechanicville, where intersect route first given and keep same all way into Saratoga.



## ROUTES TO GLENS FALLS AND LAKE GEORGE.

Most trips North from Albany and Troy are routed via Saratoga which, owing to its prominence as a summer resort, is an important motoring center during the months when automobile tours in northern New York State are practicable. Saratoga is only twenty miles in a direct line from Glens Falls, the gateway into the Lake George country.

### 1. Direct Line from Saratoga.

Leave Saratoga by Saratoga Ave. North, with telegraph poles to and through Wilton, same direct road leading through South Glens Falls to bridge over Hudson River into Glen St., center of

20 miles from Saratoga.

Glens Falls.

### 2. From Mechanicville via Fort Edward.

From Albany and Troy use route page 171 to Mechanicville. Coming into Mechanicville, keep ahead on Main St., with Schuylerville-Glens Falls trolleys (avoiding left turn into Park Ave. with local trolleys). *Do not turn left into North St. or Saratoga Ave.* (route to Saratoga), but keep on to Schuylerville.

Cross river at Schuylerville, turning left for main road North via Fort Miller and Fort Edward. From Fort Edward follow trolley all way to and through Sandy Hill (village) to Warren St. to intersection with Glen St., principal thoroughfare of

35 miles from Mechanicville.

Glens Falls.

56 miles from Albany.

To reach Lake George follow Glen St. from Glens Falls to toll gate, thence over plank road past Half-way House to Caldwell, which is at the head of Lake George. Here the railroad comes to an end and during the summer months steamers run from this point to the more important points on the Lake.\*

## TO LAKE CHAMPLAIN AND CANADIAN POINTS.

On account of the poor and little known roads between Saratoga and Plattsburg, N. Y., tourists covering this territory are

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\*A road follows north along the western side of Lake George as far as Bolton Landing; from Bolton Landing to Fort Ticonderoga it is reported "very bad."

strongly advised to use both the Lake George and Lake Champlain steamers in making up their schedules. By this means a 5-mile connecting run from the upper end of Lake George to Fort Ticonderoga is all the riding necessary between Caldwell and Plattsburg.

Mr. Winthrop E. Scarritt, a former president of the Automobile Club of America, who made a tour to Montreal and Quebec in 1904, has furnished the following brief but suggestive outline of the trip:

New York-Troy boat (\$12 for touring car).

Troy to Fort William Henry, Lake George, easy run, 8 A. M. to 1.30 P. M.

Fort William Henry to end of Lake George (\$4.20 for car).

From upper end of Lake George, five miles, to Fort Ticonderoga, Lake Champlain.

Steamer up Lake Champlain to Plattsburg.

Plattsburg to Montreal, 68 miles via Rouse's Point.

Montreal to Quebec, 190 miles. Boat (\$8.50 for car).

### **Plattsburg, N. Y., to the Canadian Line.**

A motorist residing in this district furnishes the following additional information, which gives the detail riding directions over the important portion of this route immediately North of Plattsburg:

Leave Plattsburg by Margaret St., pass the Lozier Motor Works and straight to Ingraham, where the road forks. Take either right or left-hand road, both of which come together again at Chazy; continue straight through Chazy, crossing the railroad track. Then take first right-hand turn about one mile from Chazy, crossing railroad track again, and first left-hand turn to Coopersville. Turn right through Coopersville, crossing bridge over Big Chazy River; then first right-hand turn, crossing railroad again. Follow the Lake Shore, straight road to Rouses Point. Distance about 25 miles. This road is fairly good, macadam for about two miles out of Plattsburg, and then to Ingraham, hard but somewhat stony, from Ingraham to Rouses Point hard sand and gravel.

Another road from Plattsburg to Rouses Point: Leave Plattsburg by Oak St., turn left at the end of Oak, going West about three-quarters mile to Halseys Corner. At monument in fork of road, turn right about one-half mile, then left; the road is then straight through Beekmantown and West Chazy to Sciota. From the town line at West Chazy through West Chazy to Sciota is a new state road, very fine.

Reaching Sciota, take first right-hand turn, pass railroad

station for about three-quarters mile, taking left-hand fork for about one mile. Then turn right, straight on to Champlain; crossing Big Chazy River in village of Champlain, take first turn right, straight road to Rouses Point, four miles of state macadam road. This latter route is about 35 miles from Plattsburg, but is usually in very good condition and does not take much extra time to run from Rouses Point to Plattsburg that way.

"In going from Rouses Point to Montreal," adds this same correspondent, "I would recommend the road through Lacolle station and St. Valentine, following the Richelieu River to St. Johns, along the Canal bank to Chamblee, then to Longueuil and ferry to Montreal. This road is somewhat longer than the one traveled by Mr. Scarritt, which was by Lacolle, Napierville, St. Jacques, St. Phillip, and Laprairie, thence by steam ferry to Montreal. From Napierville to Laprairie is through a heavy clay country, and if the roads are at all wet, it is almost impossible to drive a car through them. The first road indicated is for the most part hard sand and gravel with sections of clay.

"I am sorry I cannot give you more detailed information in regard to the roads to Montreal, but as a matter of fact I became so discouraged in trying to get to Montreal in one instance that I never dared try it again, and on the whole, at their best they are both a very hard proposition. I understand that the route from Montreal to Ottawa, known as the Ottawa Post Road is fairly good, and through a very picturesque country, following, as it does, the Ottawa River all the way."

## **ALBANY, N. Y., TO UTICA, SYRACUSE, ROCHESTER, AND BUFFALO, N. Y.**

The first hundred miles of this route, through the Mohawk Valley, is disappointing in respect to roads, which follow the valley bottoms (skirting the river and canal) and are likely to be interfered with by water some time during the year. Mostly level (three or four short grades of 10 per cent. to 15 per cent.), they are heavy and hard to travel over except in best weather. State road-building is gradually bettering conditions in this section, though it will take years to complete the work.

Westbound, leave State St., Albany, by right bend around the State Capitol to Washington Ave. and straight ahead on to Central Ave. This gives a straight road along the interurban car tracks, entering Schenectady by State St. past small park to the New York Central depot and the business center of

17 miles.

Schenectady.



Leaving Schenectady, continue along State St. (west), making left bend with it short distance beyond canal crossing. State St. soon intersects Washington Ave. at nearly right angles; turn right in Washington Ave. to toll bridge over Mohawk River.

NOTE. Road from Troy enters Schenectady by Union St. instead of State St., the two a considerable distance apart at city line, but gradually becoming parallel, intersecting Washington Ave. one block apart. From Troy through Schenectady, keep Union St. all the way to Washington St., where turn right for toll bridge.

### Through the Mohawk Valley.

Cross the bridge and turn left direct to Scotia, Hoffman's, and Crane's Village, the way plain (tel. poles) to Main St.,

**33 miles.**

**Amsterdam.**

Through Amsterdam by East Main St. to Market St. to Division St. and west through Akin, descending carefully Tribe's Hill over a rough road much of the way (cycle path alongside) to

**44 miles.**

**Fonda.**

The same through road, mostly with New York Central railroad tracks, continues through several hamlets to Fort Plain Station. Both Canajoharie and Fort Plain proper (the former opposite Palatine Bridge), are across the river, and are not ordinarily entered on through trips. Same road, good and bad by turns, is followed through St. Johnsville, Little Falls, and Herkimer.

There are two routes from Herkimer to Utica (17 miles), one on each side of the Mohawk River, the one usually preferred for through trips being along the North side via Schuyler and Deerfield. Directions: Albany St. from Little Falls, comes into Herkimer alongside the N. Y. Central railroad; when opposite the station, turn right into Main St.

Go three blocks on Main St. to Church St. (County Jail on corner); turn left on Church St., direct line from Herkimer to Schuyler. Through Schuyler to Deerfield, where turn left, with trolleys, crossing the Mohawk for the last time, then over N. Y. Central tracks (at grade) into Baggs Square, lower Genesee St.,

**98 miles from Albany.**

**Utica.**

NOTE. The optional route from Herkimer to Utica is across the New York Central tracks at the Herkimer Station to Mohawk Village, through Ilion and Frankfort, coming out near the

Masonic Home, thence via Rutgers St. to Genesee St., the principal thoroughfare in Utica. The drawback to this is about two miles of almost impassable road (at certain times of the year) between Frankfort and Utica, near the West Shore railroad. Were this improved the route on the south side of the river would be generally preferred. When the roads are in a settled condition Utica motorists make "circular" round trips over this course without difficulty.

Genesee St., Utica, runs south-by-west to the suburban village, New Hartford, shortly beyond which a right fork crosses the New York, Ontario & Western railroad. This is the old Seneca Turnpike, which take direct through Kirkland, Lairdsville, and Vernon to Oneida Castle. This road leaves Oneida and Canastota a short distance to the north and enters

132 miles.

Chittenango.

Chittenango is a small place a trifle over half way between Utica and Syracuse. Same through road is direct to Genesee Turnpike, Fayetteville, DeWitt, and the center of

147 miles.

Syracuse.

#### West from Syracuse.

Leave down town Syracuse by crossing the Canal bridge from North to South Salina St., and turning left into West Genesee St. This gives the direct line with the turnpike to Camillus and over several hills to Elbridge. At second forks beyond Elbridge take right to Weedsport. Here cross railroad and canal and go straight ahead under railroad, keeping right across canal to

170 miles.

Port Byron.

Avoid "Montezuma Marsh" by taking road from Port Byron to Spring Lake and South Butler, joining the direct but poorer Syracuse-Rochester road before reaching Savannah, adding about 10 miles of distance. The marsh extends north a considerable distance from Lake Cayuga, but the Spring Lake detour (fair to good roads) entirely avoids it. At Savannah turn right to Clyde (Main St.) first left to end of park, where take first right, then left, keeping straight road through Lock Berlin to

203 miles.

Lyons.

(Guideboards all way to Rochester, placed by Rochester Automobile Club.)

Lyons is best intermediate stop between Syracuse and Rochester. Leave Lyons by Water St., taking left road from top of

hill and on to Newark, beyond which it is the main road, with frequent crossings of canal, to Palmyra (Main St.), and Fairport to Brighton over good roads, entering by East Ave. in to Main St., thence by left turn to business center of

**237 miles.**

**Rochester.**

(Guideboards all way to Batavia, placed by Rochester Automobile Club.)

Take Main St. and West Ave. to City Line and "Buffalo road" to North Chili and Churchville to Bergen, where turn left, cross railroad and keep turnpike to Byron, second left beyond Byron gives direct road (turnpike) into Main St.,

**277 miles.**

**Batavia.**

Two blocks beyond Richmond Hotel turn left from Main St., cross bridge and make immediate right turn. One block farther bear left into Pearl St. straight to and through Corfu. Follow telephone poles direct to Crittenden, shortly beyond which curve right at fork (leaving straight road and telephone poles) through Mill Grove. Six miles beyond, curve slight left, with telephone poles to Bowmansville, curving right at Genesee House. Four hundred feet beyond Genesee House curve left, cross bridge, pass cross roads, and follow telephone poles under railroad bridge and through toll gate near city line. Follow car tracks on Genesee St. to Main St.; automobile agencies, garages, etc, near by on Main St.,

**315 miles from Albany.**

**Buffalo.**

By this route, Buffalo is about 315 miles from Albany and about 465 from New York — only slightly longer than the railroad mileage. On the whole the route is easy to find and follow when in the country, but more or less involved in the cities. It is the great trunk line of travel across New York State. The tourist desiring to turn off at any point to reach some places not on the direct line, will be able to easily find the most suitable connecting route.

Roads in central and western New York will be found both good and bad in spots, with a thoroughgoing transformation gradually taking place. Hotel and garage facilities are first-class in all the cities, while in most of the towns the tourist can purchase supplies and have ordinary repairs made.

*SPECIAL NOTE. The Buffalo branch office of the Hartford Rubber Works Co. is central to all routes in and out of that city. Once on Main St., the tourist has simply to follow the numbers up or down, as the case may be, to No. 686, which will be found on the West side of the street between Chippewa and Tupper Sts.*



## **BUFFALO, N. Y., TO NIAGARA FALLS.**

### **Choice of Two Routes.**

The "Niagara Frontier" is not only the principal gateway to the routes of Ontario Province (Canada), but it is of itself a splendid run. Easy of access to all motorists touring through the city of Buffalo via the "River Road" to Tonawanda, Niagara Falls, Lewiston, Youngstown, and even to old Fort Niagara on Lake Ontario, is an exceedingly interesting short trip; and the roads are excellent. To Lockport, by the Transit Road, is for nearly the entire distance one of the finest roadways in the country. The route to Batavia by way of Williamsville, Clarence, and Akron is on the whole superior to the regular way via Bowmansville, though a trifle longer. No better short trips than these can the tourist come upon in the course of his summer travels.

### **Niagara Falls via Delaware Boulevard.**

Niagara Square is but a minute's ride on Niagara St. from Main St.; from out this Square Delaware Ave. starts directly North, a fine asphalted thoroughfare, lined on both sides by fine trees and handsome residences. Turn right and go straight out Delaware Ave. to Gates Circle. Bear to right by Forest Lawn Cemetery to Delaware Park. Turn right down hill over bridge, and straight ahead on the long stretch of Delaware Boulevard into Tonawanda, approximately ten miles.

Keep on straight over bridge into North Tonawanda, and turn left, over railroad tracks, for one block, over another railroad track; thence through lumber district to trolley trestle. Follow Buffalo and Niagara Falls trolley line to within one-quarter mile of La Salle. Bear right over trolley and railroad tracks, and then left over bridge, making left turn into La Salle. Straight ahead over railroad track again, and follow trolley straight into Falls St.,

25 miles from Buffalo.

Niagara Falls.

### **Niagara Falls via River Road.**

From the corner of Main St. go out Niagara St. to first bridge, then bear left under railroad bridge; straight on out Niagara St. over Grand Trunk Railroad tracks at Black Rock. About a mile and one-half on fairly good cobble pavement to Germania Park, where the State Road (called River Road) is encountered. This is a splendid roadway. Follow this straight on beside Erie Canal and Niagara River to about one mile from Tonawanda, where a continuation of this State Road (a good dirt

road) is encountered. Keep this and turn right, following canal into Tonawanda, crossing second canal bridge into North Tonawanda, approximately 13 miles. From this point follow the route already given to

**25 miles from Buffalo.**

**Niagara Falls.**

### **Principal Gateway into Canada.\***

There is more automobile travel to and from Canada via Niagara Falls than at any other point on the long international line. Two bridges span the Niagara River between the Falls and Lake Ontario. The one most used is that from Niagara Falls, N. Y., to Niagara Falls, Ont., reached from the American side by a short right turn from the foot of Falls St. (where left turn leads down to the cataract).

Another bridge crosses the Niagara River from a point about one-quarter of a mile below Lewiston, on the American side, to Queenstown, on the Canadian side. There is no way of crossing the river above Lewiston-Queenstown. A small rowboat ferry transfers passengers between Youngstown (N. Y.) and Niagara-on-Lake (Ont.), but nothing large enough to transport a motor car.

### **Buffalo to Lockport via Transit Road.**

Straight out Main St. to city line, where turn right. Follow Williamsville trolley along splendid stretch of road past Buffalo Country Club, straight on through Eggertsville to Williamsville. Through Williamsville and beyond to a distance of about two and one-half miles to the State or "Transit Road." Turn sharp to left into Transit Road, and straight ahead into Lockport, approximately twenty-five miles. Formerly within four miles of Lockport a rather poor road was encountered, but it is expected that by the beginning of the summer of 1905, the State Road will be completed all the way into

**25 miles from Buffalo.**

**Lockport.**

### **Other Buffalo Trips.**

There are many other enjoyable short trips out of Buffalo, among them one to East Aurora over the Plank Road. This is a very fine roadway, continuing out from the city line at the termination of Seneca St. Another is to Hamburg, out the Lake Shore road (the beginning of the Buffalo-Erie-Cleveland tour) to Athol Springs, where bear to left along good straight dirt road to Hamburg. In fact, the country to the north, east, and

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\* United States-Canadian Customs, pages 23-24.

south of the Electric City is interlaced with good roadways, and any number of combinations in the way of routes may be taken with the assurance that good roads will be encountered, practically without steep grades.

If the tourist will take time to stop at the branch office of the Hartford Rubber Works Co., 686 Main St., this branch will be glad to supply any needed information regarding little trips in and around Buffalo.

## **BUFFALO, N. Y., TO ALBANY, N. Y.**

### **Reverse of Preceding Route — Condensed.**

Out Main St., Buffalo, on the main through road, it is hardly necessary to more than name the towns en route to Batavia, which are (reading West to East), Bowmansville, Mill Grove, Crittenden, and Corfu. Approach Batavia diagonally by Pearl St. into South Main St., turning left almost at once to cross bridge; thence immediate right turn to Main St., to and through center of Batavia.

Guideboards all way from Batavia to Rochester placed by Rochester Automobile Club. The route is via Byron, Bergen, Churchville, and North Chili to City Line; thence West Ave. to Main St., business center of

**78 miles from Buffalo.**

**Rochester.**

Direct through on Main St. to right turn on East Ave., guideboards placed all way via Brighton, Fairport, Palmyra, and Newark to Lyons. On through Lock Berlin and Clyde to Savannah; a short distance beyond Savannah, make detour shown on map pages 149-50 to avoid Montezuma marsh.

This marsh extends North a considerable distance from Lake Cayuga, but the Spring Lake detour (fair to good roads) entirely avoids it. Take road from Savannah to South Butler and Spring Lake, joining the direct but poorer Rochester-Syracuse road at Port Byron, adding about 10 miles of distance, but saving power and time.

Through Port Byron to Weedsport, Elbridge, and Camillus, running into West Genesee St. to intersection with North Salina St. Turn right on North Salina St., crossing canal bridge into South Salina St., business center of

**168 miles from Buffalo.**

**Syracuse.**

Leave Syracuse by turning East from South Salina St. to and through East Genesee St. to old turnpike. Thence via De



Witt and Fayetteville to Chittenango, a small place about half way between Syracuse and Utica. Main road through Chittenango leaves Canastota and Oneida a short distance to the North, passing through Oneida Castle, Vernon, Lairdsville, and Kirkland.

On through Kirkland (iron furnace on right), to left turn just after crossing New York, Ontario & Western railroad tracks; thence with trolleys through suburban village of New Hartford. Enter by Genesee St., principal thoroughfare, down across canal bridge to lower business district,

**217 miles from Buffalo.**

**Utica.**

Leave Utica by keeping Genesee St. across N. Y. Central railroad tracks, at grade, with car tracks to Deerfield. Bear right at Deerfield and follow main road North of Mohawk River through Schuyler to Herkimer.\* Run into Herkimer by Church St. to Main St.; turn right on Main St. three blocks to N. Y. Central railroad tracks just before station. *Do not cross tracks*, but turn left alongside, on Albany St. to

**239 miles from Buffalo.**

**Little Falls.**

Same road, good and bad by turns, continues East along Mohawk River and N. Y. Central railroad through St. Johnsville, Fort Plain Sta., and Palatine Bridge to Fonda. (Fort Plain proper and Canajoharie are on other side of river.) Through Fonda, over Tribe's Hill and past Akin, entering Division St. to Market St. to East Main St. and center of

**282 miles from Buffalo.**

**Amsterdam.**

Keep Main St. directly East through Cranesville and past Hoffmans Station to Scotia. Cross bridge over Mohawk River from Scotia to City Line, Schenectady, direct into Washington St. Keep Washington St. to left turn into State St., which follow over canal bridge and past N. Y. Central railroad depot to business center,

**298 miles from Buffalo.**

**Schenectady.**

Go straight through Schenectady on State St., thence with interurban trolleys all way to Albany. This road is in good or bad condition according to the season and the weather, but will probably be macadamized in the near future. State St. enters Central Ave., which keep to Washington St., around State Capitol, into State St.

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\* For optional routes between Utica and Herkimer, see "note" bottom page 176.

Descend Capitol Hill to State St. and Broadway, in front of Post Office, the point from which all routes are reckoned through

315 miles from Buffalo.

Albany.

## TROY, N. Y., AND SCHENECTADY, N. Y.

This short line connects Troy and routes North and East thereof with routes East and West through the Mohawk Valley by a line somewhat shorter and more direct than that via Albany. Leave Troy by Congress St. bridge into West Troy, and straight ahead into Nineteenth St., crossing almost at once over the Erie Canal. Keep out Nineteenth St., shortly meeting trolley tracks, which are on Nineteenth St. for two blocks before turning to left. Straight ahead through West Troy (avoiding turn with trolleys), through West Troy. When trolleys are again met, follow them all the way to

17 miles.

Schenectady.

Reversing same route, simply keep Schenectady-Troy trolleys from down town Schenectady until near West Troy. Where trolleys turn off to right, keep straight ahead on Nineteenth St. to Erie Canal and direct into Congress St., Troy, over Congress St. bridge, 17 miles from Schenectady . .

## UTICA AND SYRACUSE, N. Y., TO WATERTOWN AND ST. LAWRENCE RIVER POINTS.

Utica and Syracuse are the principal gateways to Northern New York State, the former more convenient for tourist travel from the East, the latter more convenient from the West. Roads, though variable (some sandy and stony stretches), provide fair going in favorable weather, safely traveled (with care) by low-built cars.

### Utica to Watertown.

Whitesboro St. begins at Bagg's Sq. (lower Genesee St. near N. Y. Central Railroad tracks), and leads west. Take same about two miles out, where turn right across canal direct to Yorkville and Whitesboro (mostly asphalt and macadam in good condition). Go *through* Whitesboro, turning right at first bridge beyond, thence direct to Marcy over range of hills between Mohawk Valley and the upper slope toward Lake Ontario and the St. Lawrence. Cross railroad at Marcy station and take left-hand road (old

Utica and Northern turnpike) to Stittville; thence on through Holland Patent, Trenton (Barneveld P. O.), and Trenton Falls. Cross W. Canada Creek, turning left and taking right fork uphill with telegraph poles. Slightly upgrade through Remsen, reaching highest elevation on trip two miles before Alder Creek. Gradual ascent through Alder Creek and main road to

**36 miles.**

**Boonville.**

Boonville is entered by Brooklyn St., turning left at park and right to Main St. Take Post St. (North) two miles to Barrett Stand, where left fork leads on through Turin and Houseville. One and one-half miles beyond Houseville, take right fork to Martinsburg, and go three miles beyond to

**61 miles.**

**Lowville.**

Straight out Dayan St., one long hill upgrade 7 per cent. to 15 per cent., to West Road and right turn direct to Copenhagen. (In wet weather take longer road — State St., Lowville — to Stone church, right fork to Denmark and left to Copenhagen.) Right fork at Copenhagen is direct to E. Watertown, two hills, steep down grade to State St. to City Park\* entrance (on left). Then right into Academy St. and right again, down Washington St. to Public Square,

**82 miles.**

**Watertown.**

### **Syracuse to Watertown.**

Take S. Salina St. (center of downtown business district) to bridge over Erie Canal into N. Salina St. Direct out until right turn with car tracks to Wolf St. to Cicero Plank Road and into Brewerton Road (old stage line). At Brewerton cross Oswego River at head of Oneida Lake and keep main road through Central Square to Hastings and Colosse. At Colosse keep north through Union Square, thence to Pulaski, Sandy Creek, and Mannsville to Adams and Adams Center. On to point where five roads branch in different directions. Enter Washington St. (first left turn), keeping same direct to Public Square,

**70-75 miles.**

**Watertown.**

Watertown is the center of this entire district, with new state roads under way or planned, to Alexandria Bay, Cape Vincent,

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\* State St. from City Park to Public Square has been for two years and is now, almost impassable owing to local deadlock over pavement — a disgrace to Watertown.



Sacketts Harbor, etc., with prospect of ultimate good connections between other points. Present roads average fair to poor, with considerable summer travel. City accommodations good; country accommodations poor.

### **Watertown to Ogdensburg.**

The best route for this run is from Public Square, Watertown, into Factory St. Cross two bridges (over Black River) into Pearl St., road keeping close to railroad to Sanford's. Thence to Evans Mills, Philadelphia, and Antwerp direct (10 miles fine road), to Gouverneur, De Kalb, Rensselaer Falls, and Heuvelton, entering by Ford St.,

### **Ogdensburg.**

NOTE. Road via Hammond and Morristown to Ogdensburg is not recommended.

### **Watertown to Clayton.**

Follow trolley track along Court St., bending left into Main St., on with trolley to Brownville. Thence to Depauville, Corbin's Corners, Clayton Center, and Clayton, 22 miles. Enter Main St. at right angles short distance from St. Lawrence River (boats to and from Thousand Island points) and railroad depot.

Alexandria Bay is 12 miles from Clayton by clay road, fair going in good weather. This road turns squarely right short distance before road from Watertown, enters Main St., and follows the river in an easterly direction to Alexandria Bay.

### **Watertown to Cape Vincent.**

Watertown, as before, to Brownville, thence on through Limerick, Chaumont, and Three Mile Bay to Cape Vincent. Boats run from Cape Vincent to Kingston, Ont., during season of navigation. Dock short distance from where road from Watertown enters Main St. Kingston is the natural gateway to many fine roads beyond the St. Lawrence in Ontario, Canada, especially the Gananoque district. Boats carry cars as freight, subject to customs going and returning; see U. S.-Canadian customs, pages 23-24.

### **Watertown to Sacketts Harbor.**

Leave Public Square, Watertown, direct west by Arsenal St., same thoroughfare all the way. The first six and one-half miles are new state road in process of construction (to be com-

pleted during 1905), while the last four and one-half miles have already been completed. In 1906 and thereafter this will be one of the finest short trips in Northern New York State. After passing Madison Barracks, bend left, then right at town clock into Church St.,

11 miles.

Sacketts Harbor.

#### Lowville to Henderson Harbor.

Straight out Dayan St., one long hill, upgrade 7 per cent. to 15 per cent., to West Road and right turn to Copenhagen. (In wet weather take longer road — State St. to Stone Church, right fork to Denmark and left to Copenhagen.) Out Main St., Copenhagen, to Tylerville, E. Rodman, Rodman, and Adams. Cross railroad track (three miles of new state road) and take right fork seven miles to Henderson, one and one-half miles beyond which is

48 miles from Lowville.

Henderson Harbor.

### ADIRONDACK AUTOMOBILE TRIPS.

Motor car trips into this district have been very few in number, and no satisfactory schedules are yet available. Lumber trails and semi-abandoned roadways predominate, requiring time, care, and patience to make any progress whatever. Up to this time the Adirondacks are better suited for a motoring-camping trip, or "roughing it" at leisure, than for any formal tour. There are no regular accommodations for motor cars in this territory, though gasoline and oil can usually be purchased from local merchants. Tires and duplicate parts, if not carried along, must be ordered from outside in emergency.

Nevertheless this section has been traveled experimentally by a few parties, and what they have discovered is worth while for other motorists with plans in the same direction to know. That automobiling is bound sooner or later to make headway here is undoubted, especially as there are some very fine roads once the intermediate district is crossed and the heart of the mountains reached.

Private enterprise has already accomplished some noteworthy local results, particularly in the district between Old Forge and Racquette Lake. A good road extends from Fulton Chain to Old Forge (both railroad points), thence along First, Second, Third, and Fourth Lakes. The nine miles from Fourth Lake to Racquette Lake is one of the best pieces of road in New York state, with broad turns and easy grades, built to drive over with four-in-hand teams.

With plenty of the best road-making material, and private enterprise supplementing appropriations made by the state, the Adirondacks must in time become fully as popular with motorists as the White Mountains of New Hampshire are now. The one thing needful is to open up through roads from such strategic points as Utica, Watertown, Malone, Plattsburg, and Glens Falls.

### **Data from Trips Already Made.**

A gentleman residing in Cleveland, Ohio, made a trip in 1904 from Utica, N. Y., to Paul Smith's, in the upper Adirondacks, via Trenton Falls, Lake Pleasant, Indian Lake, North Creek, Schroon Lake, Lake Placid, Upper Saranac Lake, and St. Regis Lake. Writing to the compilers of this Road Book of an undertaking actually accomplished under numerous difficulties, this gentleman says:

"Under no circumstances would I advise anyone to attempt to make that trip. The only way to get into the Adirondacks is either by Malone from the north (then the road is bad enough) or from Saratoga on the south. The trip will be a hard enough one under those circumstances, and can hardly be called a pleasure trip. In fact, I could have got a good deal more pleasure in running a traction engine at a dollar a day than in taking my automobile through the wilderness that we did. We had to go over 'corduroy' roads, tear down fences, build roads, and watch carefully for fear of smashing the differential on the large rocks which filled the trails in many places.

"The route from Lake Pleasant Hotel to North Creek is in most places dangerous for anyone to attempt with a motor car. For many miles no work has been done for years, and it is only a trail through the woods at best. There was one hill I remember particularly where with the emergency brake pressed down to its uttermost, the foot brake used as hard as possible, and the engine reversed, we came near wrecking the machine because of the steepness of the hill. About half way down the three passengers jumped out in order to lighten the load and save themselves from injury. If anyone is foolish enough to be determined to go into the Adirondack Mountains with a touring car, let it be by way of Saratoga or Malone."

One experience has left this gentleman with no two opinions; nevertheless, as others will probably try the same trip, in whole or in part, we believe that a brief outline of the trip — as actually made — will be of value in the absence of better material.

### **North from Utica, N. Y.**

Whitesboro St. starts from lower Genesee St. near N. Y. Central Railroad tracks, and leads west; take same about two



miles out, where turn right across canal direct to Yorkville and Whitesboro. Go *through* Whitesboro, turning right at first bridge beyond, thence direct to Marcy over range of hills. Cross railroad at Marcy station and take left-hand road (old Utica and Northern turnpike) to Stittville; thence on through Holland Patent, Trenton (Barneveld P. O.), and Trenton Falls.\*

Cross West Canada Creek and leave railroad behind; at Prospect Jct. take wood road due north, at times over sand heaps and gravel washed down by previous rains. Pass Grant P. O. and Wilmurt before reaching Morhouseville P. O. From here the road goes almost due east along Piseco Lake, by Rudeston P. O. It turns up the far side of lake, crosses short intervale and skirts Oxbow Lake, striking Sageville, on the strip of land between Lake Pleasant on right and Sacandaga Lake on left. Road follows to Lake Pleasant Hotel and on to Newton Corners, thence winding northward, leaving Sacandaga Fish Hatchery on left. It passes between Dug Mountain ponds on right and Mason Lake on left, next skirting Dewey Lake on left, passing between end of that and south end of Indian Lake. It continues along the side of Indian Lake (by Sabael P. O.) where is accommodation for tourists, until it strikes the big cross-trail at Indian Lake House.

Here the trail turns eastward, crosses the Indian River and winds across to North River P. O., where it strikes what is locally called the North River Creek (a tributary of the Hudson). It follows the windings of the creek to North Creek P. O., end of Delaware & Hudson Railroad. *Connection here to and from Saratoga, N. Y.* From North Creek P. O. it is advisable to drop south to Weavertown P. O. and work up again to Riverside and Riparious P. O.; crossing the North Creek there and rounding Huckleberry Mountain, skirt Loon Lake, cross to Pottersville P. O. at the foot of Schroon Lake.

Next skirt Schroon Lake, keeping it on left, through Taylors on Schroon. South Schroon P. O. direct to Schroon Lake P. O., at the north end of the lake. Thence the trail goes due north by Schroon Falls, by Mt. Hoffman and Mt. McComb through Underwood, where roads begin to improve. St. Hubert's Inn is between Giant Mt. on the right and Cascade Mt. on the left; thence to Lake Placid and Lower Saranac Lake to Saranac; Upper Saranac Lake and St. Regis Lake to Paul Smith's.

### Notes of Another Trip.

Another correspondent confirms the opinion expressed by the party already quoted that there are only two ways of getting

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\* From Utica to Trenton Falls the route is identical with the itinerary from Utica to Watertown and Ogdensburg, and is authentic in every particular.

into the Adirondacks — by Malone and Glens Falls. Map, pages 149-150, gives a general outline of the trips covered in the following notes; but completeness is not claimed for either the map or the text.

“ Starting from Watertown we made a side run to Alexandria Bay. The roads along the river from there towards Malone were, we were told, very bad, but by advice we took the road by Rossia, Homestead, Richville, DeKalb Junction, Canton, Potsdam, and Malone. The more direct road would have been by Philadelphia and Gouverneur. From Malone the road leads practically south past Lake Titus, Ayers, Eagle Pond, Clear Pond, and Lake Meacham (an excellent hotel) to Paul Smith’s.

“ From Paul Smith’s we ran south and out by Saranac Lake to North Elba, past John Brown’s grave to Cascade, Keene Valley, Beedes, Euba Mills, Underwood, North Hudson, Schroon River, Schroon Lake, South Schroon, Pottsville, Chestertown, Warrensburg, Caldwell, Glens Falls, and Wilton to Saratoga. This is a more direct and more satisfactory route than the one by the east shore of Lake Champlain, and the scenery from Beedes to Schroon River impressed me more than that in any other part of the Adirondacks.

“ Returning from Saratoga we tried another route by Fort Edward, Fort Ann, Whitehall, Benson’s Landing (ferry across the lake), Fort Ticonderoga, Crown Point Center, and Westport to Elizabethtown. Most of the road this way, or to within a few miles of Benson’s Landing, is remarkably good, but from near Benson’s Landing to Westport it is comparatively rough and hilly. Running out of Elizabethtown we missed a signpost and failed to turn to the right at the Fair Grounds and landed at Euba Mills. From there we ran to St. Hubert’s Inn, a very attractive place, and the scenery from Euba Mills up is well worth going out of the way to find.

“ The shorter route from Elizabethtown to Keene Center is in dry weather very sandy and one hill is quite rough. From Keene Center there are two routes to Lake Placid; the shorter one by the Cascade Lakes is generally rough and rutty along the lakes, and at this part is very narrow, so that one meeting a team would have trouble in passing at some points. The longer way, which is preferable except in very dry weather, is via Upper Jay and Wilmington Notch. The road from Placid to Saranac is very well traveled. At a road-house about half way between the two a detour to the left is longer, but sometimes less sandy road.

“ From Saranac Lake to Paul Smith’s the more direct road by West Harrietstown is used generally. The road by Bloomingdale

is perhaps a little better. The trip from Paul Smith's to Loon Lake by Rainbow Lake is over a remarkably fine road, a part of the way near Loon Lake.

"We found riding in the Adirondacks delightful, on account of clear air, beautiful hills, and lack of disagreeable features found in most parts of even thickly-settled New York state. In the Adirondacks no one throws broken bottles or rubbish in the roads, and therefore tires are seldom punctured. We ran 1,200 miles without a puncture, which I think must be due to this cause. The most difficult grades we encountered were along the lake near Fort Ticonderoga, and on the north road between Elizabethtown and Keene Center. Much of the road is comparatively heavy in very dry weather; the heaviest we found was a strip just north of Meacham's Lake."

## NEW YORK CITY TO NEWBURG AND KINGSTON, N. Y.

### West Side of Hudson River.

This is not only a very popular run by itself, but it forms the first section of the route to Buffalo via the Catskill Mountains and the "Southern Tier." At the start it is macadam in good condition, then common dirt roads, improved in places; hilly, but generally traveled without inconvenience.

### Two Routes to Hackensack.

Cross the Hudson River by Forty-second St. Ferry to West Shore Station, Weehawken, ascend hill up cliff front to Boulevard, taking same by right turn, and pass Woodcliff. Follow on short distance to Bergen Line Ave., turn to right, following car line north to Nungesser's Corner; here curve down hill, bearing slightly west, passing Fairview Cemetery. Turn right and follow trolley through Little Ferry. Cross river over free bridge and keep car line to

8½ miles.

Hackensack.

### Alternative.

Cross the Hudson River, One Hundred and Thirtieth St. Ferry to Fort Lee; turn right along Undercliff road, uphill to Fort Lee village. At top of hill sharp left through Village St. Then follow car line down-hill, turning right with it through Livonia, then left, where car lines divide. Keep on to Bogota and cross river to Main St., Hackensack.



### North from Hackensack.

Take Main St., Hackensack, to Passaic St.; cross railroad and go straight ahead to old water wheel (Arcola). Without crossing bridge keep right through Ridgewood. Turn right at Rouclere House to North Maple Ave., crossing bridge over creek and turn sharp to Hohokus. Pass cemetery (large pine tree), to Waldwick and to Allendale, uphill over good macadam to Mahwah. Skirt Erie tracks, afterwards crossing tracks and keep left to Suffern. Turn right, leaving railroad shops on left; cross tracks and iron bridge, straight through Ramapo to Sloatsburg, the road bending left, then right, and straight to

**34 miles.**

**Tuxedo.**

Pass (on left) North Entrance to Tuxedo Park to right by Dagion's Hotel, in fork, to Southfields. Sharp right, over small iron bridge and on until crossing railroad tracks, then bearing left by Arden P. O.; straight ahead, crossing single railroad track through

**45 miles.**

**Central Valley.**

Same road keeps bearing left to and through Highland Mills, undulating, crossing railroad about half way to Woodbury Station; better road through to Mountainville. Bear to right (passing road on left which crosses railroad), keep macadam, crossing bridge over falls and turn right 200 feet beyond. By Cornwall (flour mill) to Orr's Mills; pass under railroad bridge. Keep main road (Vailsgate signpost on left). Then turn sharp right, passing Coleman's Hotel, in left fork to Vailsgate. Follow telephone poles sharp left, passing "Little Britain" signpost and cemetery, cross roads and another cemetery through West Newburg. Cross stone viaduct; turn right and keep Broadway (trolley tracks) down to Liberty St. (left turn)

**59 miles.**

**Newburg.**

NOTE. (Ferry across river from Newburg to Fishkill Landing, en route to Poughkeepsie and Albany, via East Side route, Berkshire Hills and New England points via Poughkeepsie and Hudson, N. Y. See page 154; also pages 160-63.)

### Newburg to Kingston.

Leave Newburg by Liberty St. with trolley, bearing left at large tree in fork. At red brick schoolhouse turn right, passing gateway to Cedar Hill Cemetery. Turn right around cemetery and left at second fork beyond cemetery gate; then uphill, Conway House on left. Up and down hill to right of large flagstaff; 100 yards before flagstaff turn right (at fork) to Marlborough.

Cross stone bridge, undulating road. At crooked tree in fork bear right and at next fork take left — and straight to Milton. Left at fork (white church); right at next two forks, upgrade over stony surface. Right by schoolhouse and left short distance beyond; keep maple-bordered avenue, crossing bridge over railroad. Take left fork, cross another bridge and 100 yards beyond turn right to

76 miles.

Highland.

Turn right between Cooper's store and church, past Dobbs' House on left, following trolley to next fork; then turn right over indifferent road. Cross railroad and turn right at next fork, leaving flagstaffs, at right corner, and signpost "River Road to Port Ewan." Turn sharp left at fork (avoiding chain ferry), and on to Ulster Park. Cross railroad, pass fork and keep right past small schoolhouse on left beyond fork, over rolling road to state macadam road at St. Remy. Down grade and bad turns, crossing stone bridge, turning sharp left beyond ice house to New Salem, left turn, then right, on to and over red steel bridge at Eddyville. Cross canal bridge and 150 yards over turn left (leaving hotel on right). After Fly Mountain House turn left (Twaalfskill Café) to Wilbur. Pass under railroad bridge, and on block beyond large white house turn right, straight ahead to car tracks which follow to Main St.,

95-100 miles.

Kingston.

There is a ferry from Rondout (Kingston-on-the-River) across Hudson to Rhinecliff, connecting with Albany-New York route via Rhinebeck. Arriving at Rondout from the east side of the river, go two blocks south and take Broadway (up steep hill), and one mile beyond — trolley tracks — to Main St., Kingston.

*Although trips up the West side of the Hudson as far as Newburg and Kingston are frequent, such trips are seldom extended as far as Albany on the same side of the river, on account of the poor roads North of Kingston. Tours to Albany starting from or carried through this section are almost invariably transferred to the East side of the Hudson — ferries: Newburg to Fishkill Landing; Highland to Poughkeepsie; Kingston to Rhinecliff; Catskill to Catskill Station (Greendale on New York Central railroad), and Athens to Hudson. Thence along the East side of the river to Albany by the New York-Albany route. The building of a state road from Kingston to Albany would make the West side of the Hudson fully equal to the East side for through travel North and West, via Albany; but no such improvement is yet in sight.*

## KINGSTON, N. Y., TO BINGHAMTON, N. Y.

### Across the Catskill Mountains.

This may be called, for convenience, the middle third of the New York-Buffalo run via the West Side of the Hudson, across the Catskill Mountains, and along the "Southern Tier." It is hilly and rough in many places, the roads narrow, with steep ascents and descents, but traveled successfully by considerable numbers of tourists. Scenery ever-changing, never-tiring, often grand. Most difficult during or after heavy rains, mostly wooden bridges.

Leave Kingston via Main, Clinton, North Front and Washington Sts., crossing railroad and bridge, following flagstone road through Stony Hollow and W. Hurley. Still over flagstone road to Olive Branch. Follow state macadam road to

14 miles.

Shokan.

Do not cross bridge on left fork, but keep right fork and continue on right bank of creek all the way. When half-mile past dugway take right fork (left fork goes over railroad) into Beechford. A macadam state road extends all the way to Pine Hill. Follow state road to The Corners. Turn left after passing red sawmill, cross bridge and state road through Phoenicia, Allaben, and Shandaken, and follow main road as it bears left across bridge and four miles into

35 miles.

Pine Hill.

Through Pine Hill and road curves to right up long hill. (Don't take road which turns sharp to right around base of hill.) Direct on main road to Griffin's Corners and on to Fleischmann's. When half-mile out cross bridge and take left fork (creamery in fork) thence three miles into Arkville.\* Down grade across railroad and covered bridge, keeping on right hand road one mile to next right fork and then turn right across covered bridge into Margaretville. Turn to left and three and one-half miles out cross covered bridge, thence keep straight road (do not take left fork) to Dunraven P. O. One mile out pass (do not take) road on right which crosses iron bridge and keep straight on over Palmer Hill into Andes. One block past hotel turn right, and when six miles out cross iron bridge. Then bear to the left, and

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\* The hill roads on this route all lie between Arkville and Unadilla. It is 17 miles farther to go via Arkville, Roxbury, Grand Gorge, Stamford, Oneonta, and Unadilla, all level roads and some macadam. For the trip from Grand Gorge for Unadilla, see page 220.



at point five miles farther keep right fork and one mile to bridge, where turn to left into Kingston St.,

**70 miles.**

**Delhi.**

(Follow telephone wires Delhi to Unadilla.)

At Main St. turn left and one block, where turn right into Franklin St. and straight out, keeping right fork up grade. One mile out take left fork (right fork goes up hill). Two and one-half miles farther pass road on left (red barn in fork). Half-mile farther take left fork (Robinson's pond in fork) and direct through Treadwell. Half-mile out keep straight road (do not take left fork). Straight road through Franklin. When two miles out cross small iron bridge and turn sharp to right, up short steep grade; then straight road for three miles. Pass road and iron bridge on right, straight on five miles over long steel bridge across river, and turn immediately to left and through

**97 miles.**

**Unadilla.**

Direct through and five miles to river bridge on left. (Do not cross unless you wish to stop in Sidney.) Continue straight on right bank of river one-half mile to railroad crossing, one-half mile farther bear to left across iron bridge and straight ahead three miles to railroad crossing and direct through Bainbridge. Straight ahead passing under railroad as you enter Afton; straight through and direct to Nineveh; through and direct to

**121½ miles.**

**Harpersville.**

At hotel turn sharp to right and run two miles to Belden, where do not take first left, but cross small iron bridge and then turn left over Belden Hill following telephone poles; at foot of hill pass through viaduct under railroad and one mile, where take right fork as does telephone line and continue bearing soon to the left into Sanitaria Springs. Do not go under railroad but turn right uphill past large frame house and White Hotel, crossing railroad at top of grade and one mile to next railroad crossing, down grade into Port Crane. Go through, crossing four corners and 100 feet farther road bears to left and straight road for seven miles, entering by Chenango St.,

**141 miles from Kingston.**

**Binghamton.**

NOTE. Cross viaduct over railroads in center of city and turn immediately to right and two or three blocks farther street bears to left into Washington St. One full block and on right side is Whipple's Automobile Garage.

## BINGHAMTON, N. Y., TO BUFFALO, N. Y.

### Via Elmira, Bath, and Batavia.

This is the third and longest of the three natural divisions of New York-Buffalo run via the West Side of the Hudson River, across the Catskill Mountains, and along the "Southern Tier." There are some low roads, occasionally under water, and a large number of bridges, many requiring care in crossing with large cars. Roads variable — at times hilly, and some sand, but pleasant touring in good summer or fall weather.

From Whipple's Garage go down Washington St. one full block, turn to right on Court St. and straight through to Endicott. Soon after passing Park and Picnic Pavilion turn left over river bridge, crossing railroad into Vestal. Take first right after crossing railroad and direct (more railroad crossings) to Apalachin. Through Apalachin one mile and cross bridge over railroad and then four miles to next railroad crossing, then two miles into

23 miles.

Owego.

Cross suspension bridge into city, or if no stop in Owego is intended keep straight on up grade and *do not cross*. Take first right one-quarter mile from bridge and down small grade and over small iron bridge. Road then curves to left from railroad for three hundred feet then turn right (left road leads up hill). One mile and a half farther road crosses railroad and curves left through Lounsberry. One mile out road crosses railroad and two miles farther bears to right across small bridge into Nichols. Straight through Nichols one mile to railroad crossing and one mile farther to long toll bridge and over two railroad crossings into

34 miles.

Smithboro.

Turn left sharp in Smithboro and straight one mile when long down grade with bad water breaks and two sharp curves at bottom (where road goes under railroad) and then to Barton. Through Barton and after railroad crossings keep straight across bridge and through next four corners, up grade by Chemung St. and down Pennsylvania Ave. into Broad St.,

44 miles.

Waverly.

At foot of Broad St. turn to left across bridge over one railroad and turn sharp to right, road being between two railroads, 500 feet take left fork and then follow close to railroad on right

and five miles out cross railroad and one mile into Chemung. Straight through to Lowman; at Lowman turn left, cross railroad and river bridge (very dangerous approaches at both ends) and bear to right into Wellsburg. Straight through and one mile out cross railroad, then six miles farther enter via Maple Ave. and river bridge into Lake St., on into Water St., Main St., center of city

**62 miles.**

**Elmira.**

Leave Elmira by West Water St. to College Ave. (Fire Dept. Sta. on left); turn right and straight ahead on College Ave. Pass State Reformatory on left and cross railroad tracks at Junction. After another railroad crossing turn left alongside cycle path; at fork mile beyond Junction keep right-hand road, cross creek, curving left to Horseheads Station. Continue with cycle path; after another railroad crossing turn left at fork down tree-shaded road. Cross wood bridge over railroad and turn right. Take left fork by schoolhouse; at next fork take right-hand road and follow cycle path and tel. poles through Big Flats. Cross railroad at East Corning Station, continuing by cycle path past Gibson Hotel and over bridge winding into

**82 miles.**

**Corning.**

Take Market St. west three blocks from Dickinson House and make right turn to cross N. Y. Central railroad and Chemung River. Two blocks west, then turn with trolley to Pultney St. and direct to Painted Post. Cross and recross railroad to fork, where bear left with cycle path. Go over creek and follow tel. poles on way to Coopers. Cross river and railroad and keep winding road across river to Campbell Station. Straight beyond Campbell P. O. across river and railroad, also cemetery over to right into Savona. Cross small creek and at fork beyond take left road, sign "Bath 6 miles." Over railroad and bear to left, sharp turn right over small bridge, cross railroad, then sharp left. At windmill in fork take right road, pass lake and cross railroad. At next forks take straight road to Bath, turning right to Liberty St., one block beyond Courthouse.

**105 miles.**

**Bath.**

From park at head of Liberty St. turn right and go ahead to left curve toward Kanona. Just before National Hotel, Kanona, turn left and cross Cohocton River; shortly another bridge, where turn immediately right. Cross railroad and make another right turn to signpost "Avoca two miles." To Avoca, then cross



railroad, turning left at first street beyond crossing. Road, narrow at times, winds past Wallace Station to Wallace, and curves left across bridge, keeping tel. poles straight into Cohocton. Turn sharp left at Osborn House and follow tel. poles, crossing railroad twice and station (on left). Turn right at top of grade (sign Wayland 7 miles) and on passing old flagstaff in fork. Follow tel. poles, taking right-hand fork marked "Wayland 5½ miles." Ahead, usually with tel. poles, road often narrow and undulating, past flour mills (on left) and to Patchins Mills. Next Perkinsville, sand and bad grades to Dansville. Turn left at Livingston Hotel and take Franklin St. by right-hand road straight across railroad and with tel. poles. Several pieces of bad road, but easily followed to Kysorville. Keep with tel. poles past "White City," cross bridge, and at top of heavy grade turn right, passing trade school. Straight on, railroad on right, over better roads to

**160 miles.**

**Mt. Morris.**

One block beyond Genesee House turn right and on to signpost "Geneseo 2 miles N." Beyond crossroads and tennis court, turn right uphill and then left two blocks to Big Tree Inn, Geneseo. At Courthouse curve right and follow tel. poles, variable roads, to Avon. Pass St. George and Livingston Hotels, where turn left and cross railroad at foot of grade. Cross bridge and railroad and on to Caledonia. From here to Batavia are guideboards placed by Rochester Auto. Club. In brief: turn left at Soldiers' Monument, Caledonia, and straight on, following tel. poles, across bridge into Leroy. Straight through Leroy ten miles undulating road, crossing Erie Railroad tracks. Pass street railway power house on right, then left bend into East Main St. to Main St., center of

**190 miles.**

**Batavia.**

Two blocks beyond Richmond Hotel turn left from Main St., cross bridge and make immediate turn right. One block farther bear left into Pearl St. straight to and through Corfu. Follow tel. poles direct to Crittenden, shortly beyond which curve right at fork (leaving straight road and tel. poles) through Mill Grove. Six miles beyond curve slight left, tel. poles to Bowmansville, curving right at Genesee House. Four hundred feet beyond Genesee House curve left, cross bridge, pass crossroads and follow tel. poles under railroad bridge and through tollgate near city line. Follow car tracks on Genesee St. to Main St.,

**227-235 miles from Binghamton.**

**Buffalo.**

**463-465 miles from New York.**

## Other New York-Buffalo Routes.

Between Batavia and Buffalo the two most traveled routes from New York (via East Side of Hudson River and through central New York, and via West Side of Hudson River, across the Catskill Mountains and along the "Southern Tier") are one. Buffalo is an interesting city from a touring standpoint, and is especially noted for its large amount of asphalt pavement. Many new directions are possible—notably northward to Niagara Falls and Canadian points; south and west to Erie, Cleveland, and beyond. Also Detroit and Michigan generally by routes above or below Lake Erie or boat direct to Detroit.

Other routes between these important terminal points are possible, especially by detours into New Jersey and Pennsylvania. Example: New York to Jersey City, Newark, and Orange; fine road via Scotch Plains and Plainfield to Bound Brook; to Lambertville on the Delaware River; through Doylestown, to Reading; thence crossing the Schuylkill River at Lancaster Bridge to Three Mile House, and by splendid road to Sinking Springs, on Harrisburg turnpike; to Lebanon and Harrisburg; up Susquehanna River to Sunbury, cross bridge, along western branch of Susquehanna to Williamsport; thence Emporium to Bradford, through Salamanca and Hamburg to Buffalo. This route is almost entirely in Pennsylvania and has many good roads.

The Lehigh Valley route from New York and Philadelphia to Easton, through Wilkesbarre and Towanda, Pa., entering New York State at Waverley, N. Y., intersecting the route from Binghamton to Buffalo, would be a promising variation. These optional routes will in a few years come into the same popularity now enjoyed by the more direct lines.

## BUFFALO-NEW YORK ROUTE

### Via "Southern Tier," Across the Catskill Mountains and Down the West Side of the Hudson River.

This route reverses in a general way the riding directions from New York to Newburg and Kingston; from Kingston to Binghamton, and from Binghamton and Elmira to Buffalo, already given in full detail westbound. Out Main St., Buffalo, on to the main through road, it is hardly necessary to more than name the towns en route to Batavia, which are (reading West to East), Bowmansville, Mill Grove, Crittenden, and Corfu.

Approach Batavia diagonally by Pearl St. into South Main St., turning left almost at once to cross bridge; thence immediate right turn to Main St. Out East Main St. to fork of Byron Road

and Leroy Road; turn right on Leroy Road, past street railway power house. Cross Erie Railroad, then direct to Leroy.

From Leroy the points passed through en route to Elmira are Caledonia, Avon, Geneseo, Mount Morris, Kysorville, Dansville, Perkinsville, Patchins Mills, Cohocton, Wallace, Avoca, Kanona, Bath, Savona, Coopers, Painted Post, Corning, Big Flats, Horseheads, to

155 miles from Buffalo.

Elmira.

### Detail of the Elmira-Binghamton Section.

From Water St. cross any bridge to Maple Ave. and direct south to railroad crossing six miles out, and then one mile farther into Wellsburg. 500 yards out of Wellsburg turn left across river bridge (very dangerous approaches at both ends); one mile farther cross railroad into Lowman. Turn right, cross small bridge and pass church, straight road into Chemung. Through Chemung and one mile out cross railroad, following close to railroad to left turn, cross overhead bridge into Broad St.,

18 miles.

Waverly.

Follow along Broad St. five blocks, where turn and go to end of Pennsylvania Ave., where turn right into Chemung St., and follow Chemung St. down hill over bridge and cross railroad crossing, then straight ahead three miles to railroad crossing of three tracks, then three miles farther and down short, steep hill into Barton. Cross small bridge and up short hill straight ahead for one mile to two bad curves (road goes under railroad), up grade with bad water breaks, straight into

28 miles.

Smithboro.

In Smithboro turn sharp right around hotel, over two railroad crossings and toll bridge, then left turn and on to Nichols. Straight through Nichols, across small bridge and two miles out cross railroad and through Lounsberry. Three miles out road crosses railroad and two miles farther take two left turns and next right fork into

39 miles.

Owego.

(To reach the city cross Suspension Bridge; if no stop in Owego is intended *keep straight on up grade*; do not cross bridge.)

Two miles to railroad crossing and four farther to bridge over railroad, then one mile into Apalachin; straight through



Apalachin three miles to railroad crossing, one mile to next railroad crossing and into Vestal. At Vestal turn sharp left across railroad and  $\frac{1}{4}$ -mile farther take left fork across suspension bridge and first right into Endicott. Straight on with street cars, macadam into Court St., principal street of

62 miles from Elmira.

Binghamton.

227 miles from Buffalo.

### Detail of the Binghamton-Kingston Section.

Continue on Court St. to left turn into Washington St., thence right until left turn to go over railroad viaduct—Chenango St. (or Court St. to Chenango St. direct), straight ahead to Port Crane. Through four corners and up easy grade three miles to railroad crossing and one mile into Sanitaria Springs. Pass station on left and cross railroad down grade, pass hotel and large frame house; do not go under railroad, but turn left past schoolhouse, cross small bridge and take first right fork. Follow along railroad for one mile, and pass under railroad viaduct (the second since leaving Sanitaria Springs station); follow telephone poles over Belden Hill; at foot the road turns to right and two miles into

120 $\frac{1}{2}$  miles.

Harpersville.

Turn sharp left down grade and straight across railroad to Nineveh; straight through and two miles out cross railroad into Afton. Pass under railroad viaduct, one mile to railroad crossing, and four miles to right fork across railroad entering Bainbridge. Direct two miles to railroad crossing and three miles beyond cross iron bridge, bearing to the right one-half mile. Cross railroad, and a half mile farther is river bridge into Sidney. Unless wishing to stop in Sidney, keep straight ahead on left bank of river to

44 miles.

Unadilla.\*

(Telephone line practically all the way from here to Kingston.)

Through and one-half mile out turn right across Suspension Bridge and continue straight for seven miles, where drop down short steep grade and turn left at four corners, crossing

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\* The hill roads all lie between Unadilla and Arkville. It is 17 miles farther to go via Oneonta, Stamford, Grand Gorge, Roxbury, and Arkville, all level roads and some macadam. For the route from Unadilla to Stamford, see page 222.

small iron bridge, then two miles into Franklin. (NOTE. Take no left forks between Franklin and Delhi.) Straight on, pass cemetery and through Treadwell; when four miles out take right fork and straight road via Franklin St. into

**71 miles.**

**Delhi.**

At Main St. turn left one block and right into Kingston St. Cross bridge and turn right for six miles, where road crosses iron bridge; turn left and seven miles into Andes. Turn left through Andes and one-half mile out take right fork up grade. Five miles farther, at fork, keep to right (left road crosses iron bridge), one mile into Dunraven P. O. Through toll gate and cross covered bridge; two miles out take left fork up short hill, and then two miles into Margaretville. Turn right between bank and hardware store, cross covered bridge and bear left. One mile to covered bridge and railroad crossing, bearing to right through Arkville. Straight through for about four miles, where take right fork (creamery on left) and half mile into Fleischmann's; direct through on state road to Griffin's Corners. Keep to right and cross bridge, following state road and direct over hill to

**106 miles.**

**Pine Hill.**

From Pine Hill to Beechford is macadam state road, Shandaken, 112 miles; Allaben, 113 miles; Phoenicia, 117 miles; The Corners, 121 miles (at red sawmill macadam turns to right) to Beechford. One mile out pass road and bridge on right; three miles farther take left fork, all way on left side of creek and railroad to Shokan. Keep to the left; do not turn to right across bridge; follow state road (do not take left fork) to Olive Branch. Direct following flagstone road to West Hurley, 134 miles, Stony Hollow, 136 miles, still following flagstone road entering via Washington, North Front, Clinton, and Main Sts. into

**141 miles from Binghamton.**

**Kingston.**

**368 miles from Buffalo.**

Down Broadway one mile is Rondout, ferry to Rhinecliff, by which the East side of the Hudson may be directly reached.

### **The Kingston-Newburg-Weehawken Section.**

From Main St., Kingston, to Liberty St. and Broadway, Newburg, is a stretch of 36 miles along the West side of the Hudson River via Wilbur, Eddyville, New Salem, St. Remy, Ulster Park, Highland, Milton, and Marlboro. Go up Broadway to left turn on Mill St. (church on corner), following Mill

St. over long bridge into Quassaick Ave. This avenue passes Woodlawn Cemetery (on right), and comes to blind end three and one-half miles. Turn right via Bloomingrove to Vailsgate, turning left at Highland Hotel. At next fork take right road, winding (some steep hills) to Orr's Mill, Mountainville. Do not cross bridge, but follow left-hand road (avoiding next left fork just beyond turn). Keep with river to Maple Center and direct road thence to Woodbury and Highland Mills. Road unmistakable from Highland Mills through Central Valley and Arden.

NOTE. From Mountainville to Arden this road passes through what is known as the "short-cut valley." The highway is usually narrow and well-shaded, the scenery wild and picturesque. Red shale between Woodbury and Central Valley; the country rolling, with a few medium to heavy grades.

After crossing Erie railroad, Arden, road follows tracks through woods on mountain side up grade direct to Southfields, overlooking Ramapo Valley. From Southfields fine roads to

25 miles.

**Tuxedo.**

Roads of Tuxedo Park Association pass main entrance of park direct to Sloatsburg and Ramapo; after passing car works do not cross bridges, but take right-hand road to Hilburn at foot of mountain. Beyond rustic bridge take winding road to foot of mountain to and across Ramapo River, thence right turn. A short distance beyond take left turn to corner of Havemeyer's farm; turn left and follow this road to blind end (church on corner), take right arm of cross road and *straight ahead*, avoiding road to left. At foot of first steep hill take right-hand road, and at forks beyond take right road to Ramsey's. At end of road turn left, then right at next road, direct to Franklin Turnpike through Allendale to Hohokus. Cross bridge and direct via Maple Ave. to Rouclare House,

**Ridgewood.**

Roads from Tuxedo to Ridgewood fine and mostly down grade. At Rouclare House turn left and right at main road, through Arcola, and direct via Passaic Ave. to Hackensack. Here turn right and keep Main St. to Bergen Turnpike to Little Ferry and Ridgefield, where turn right direct to Fairview. At hotel (on corner) turn left up steep hill to Hudson County Boulevard, direct connection to Weehawken, Jersey City, and other points reached by this boulevard. Ferry to

95 miles from Kingston.

**New York City.**

463-5 miles from Buffalo.



# BRIDGE AND FERRY EXITS FROM NEW YORK CITY.

## Connections between Manhattan Island and New Jersey, Long Island, and Trans-Harlem River Points.

### BRIDGES.

NAME.	MANHATTAN TERMINAL.	OTHER TERMINAL.
Brooklyn, . . .	Park Row opp. City Hall.	Fulton St., Brooklyn.
Williamsburg, . . .	Delancey & Clinton Sts.	Broadway, Brooklyn.
Willis Ave., . . .	125th St. & 1st Ave.	Willis Ave., Bronx.
3d Ave., . . .	129th St. & 3d Ave.	3d Ave., Bronx.
Madison Ave., . . .	137th St. & Madison Ave.	E. 138th St., Bronx.
Lenox Ave., . . .	145th St. & Lenox Ave.	E. 149th St., Bronx.
Central, . . .	155th St. & 7th Ave.	{ Jerome Ave. & 161st St., Bronx.
Washington, . . .	181st St. & Amsterdam Ave.	Boscobel Ave., Bronx.
Harlem Ship Canal,	224th St. and Broadway.	{ 225th St. & Broadway, Bronx.

### FERRIES.

To Astoria:

From Ft. of E. 92d St.

To Brooklyn:

From Ft. of Whitehall St.	to 39th St.
" Ft. of Whitehall St.	to Hamilton Ave.
" Ft. of Whitehall St.	to Atlantic Ave.
" Ft. of Wall St.	to Montague St.
" Ft. of Fulton St.	to Fulton St.
" Ft. of Catharine St.	to Main St.
" Ft. of Roosevelt St.	to Broadway.
" Ft. of Grand St.	to Broadway.
" Ft. of Grand St.	to Grand St.
" Ft. of E. Houston St.	to Grand St.
" Ft. of E. 10th St.	to Greenpoint Ave.
" Ft. of E. 23d St.	to Greenpoint Ave.
" Ft. of E. 23d St.	to Broadway.
" Ft. of E. 42d St.	to Broadway.

To College Point:

From Ft. of E. 99th St.

To Edgewater (Fort Lee):

From Ft. of W. 130th St.

To Hoboken:

From Ft. of Barclay St.	to Ferry St. and D. L. & W. R. R.
" Ft. of Christopher St.	to Ferry St. and D. L. & W. R. R.
" Ft. of W. 23d St.	to Ferry St. and D. L. & W. R. R.
" Ft. of W. 23d St.	to 14th St.

To Jersey City:

From Ft. of Whitehall St.	to C. R. R. of N. J., Communipaw.
" Ft. of Liberty St.	to C. R. R. of N. J., Communipaw.
" Ft. of Cortlandt St.	to Montgomery St. & Penna. R. R.
" Ft. of Desbrosses St.	to Montgomery St. & Penna. R. R.
" Ft. of W. 23d St.	to Montgomery St. & Penna. R. R.
" Ft. of Chambers St.	to Pavonia Ave. & Erie R. R.
" Ft. of W. 23d St.	to Pavonia Ave. & Erie R. R.

To Long Island City:

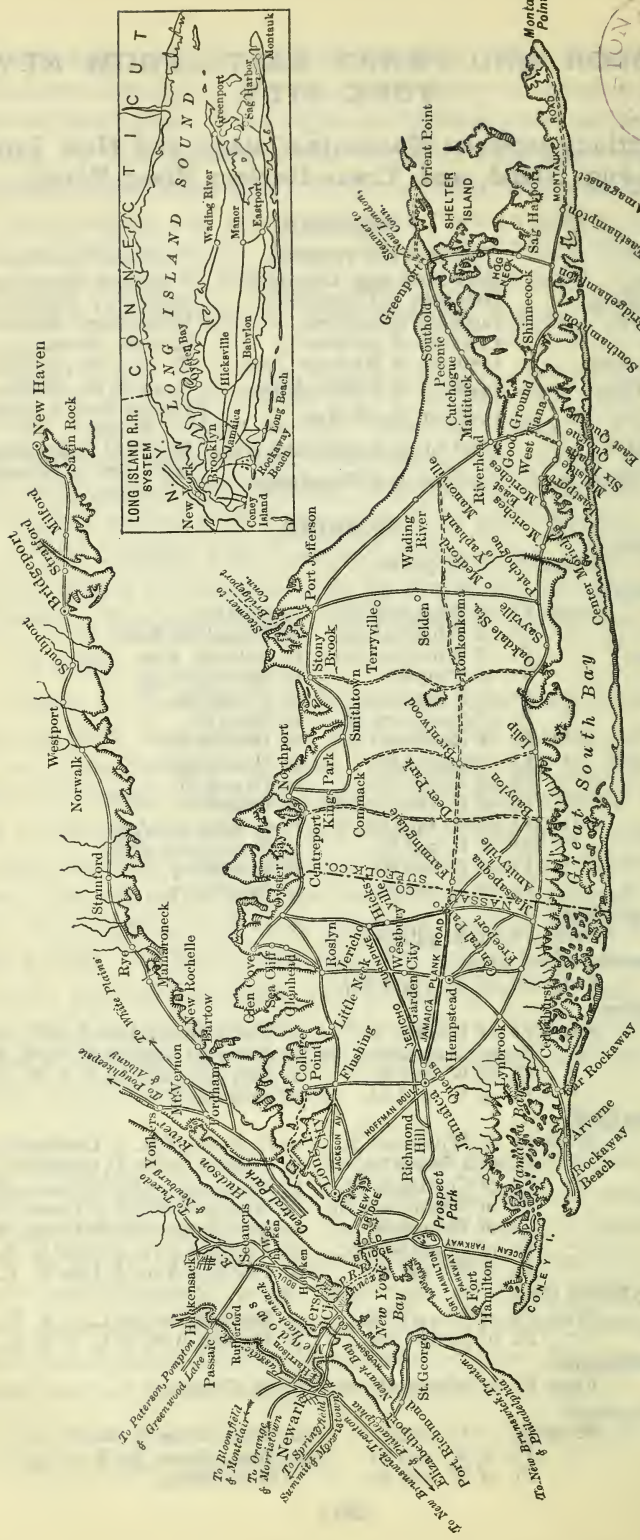
From Ft. of E. 34th St.	to Borden Ave. & L. I. R. R.
" Ft. of James Slip	to Borden Ave. & L. I. R. R.

To Staten Island:

From Ft. of Whitehall St.	to St. George.
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To Weehawken:

From Ft. of Franklin St.	to West Shore R. R.
" Ft. of W. 42d St.	to West Shore R. R.
" Ft. of W. 42d St.	to Guttenberg.



LONG ISLAND ROUTES, WITH CONNECTIONS TO NEW YORK CITY AND NEARBY NEW JERSEY.

## Long Island Routes

### Schedules of South Shore and North Shore Tours and Principal Connections.

The two main routes of Long Island are naturally those along its sea borders — the Sound, or North Side, and the Atlantic, or South Side, both beginning at its western apex and ending at the two farthestmost promontories — Orient Point at the north and Montauk Point at the south extremity. At no interior point are the two main routes far apart, and the whole island is crossed and crisscrossed, as the map shows in a graphic manner, with longitudinal or transverse roads, most of them in good condition.

Routes into Long Island from New York or Brooklyn are not unlike the fingers of an outstretched hand, all of them pointing eastward or nearly so. Although each bridge and every ferry connecting Manhattan with the Island is a possible beginning for an auto tour, this form of travel has come to follow a few well-defined routes. Most of the ferries have bad approaches or exits, frequently both; or else inconvenient connections on one or both sides of the East River. Such are ordinarily avoided, making all the more prominent the more available ones. Naturally the two bridges — “Old Brooklyn” and the “New Williamsburg” — are of more importance than any two ferries, and road-travel has found a suitable way to and over both of them.

In attempting to deal comprehensively and yet clearly with such a system of routes as those leading into Long Island from New York and Brooklyn — and particularly to show the optional lines for the first few miles — it becomes necessary to draw and detail several of them to some common point. With the exception of runs closely along the North Shore, and those branching off almost at once sharply southward to Coney Island and near by beaches, the routes of Long Island are tributary directly or indirectly to Jamaica.

Most of the middle-island routes go through Jamaica, making it the most suitable point from which to show the various lines between inland points and the bridges and ferries. Though on an average only about ten miles from these gateways, a majority of the routes merge at Jamaica. The unacquainted tourist must make his choice with due care to some such point as this; beyond that his run across the island takes on more latitude and a broader sweep without the handicap of the detail inevitable on the fore part of the trip.



## The Two Bridge Routes to Jamaica.

Extending from Clinton and Delancey Sts., New York, to the heart of the Williamsburg District, Brooklyn, the new bridge is conveniently located not only for road travel between contiguous districts in the two boroughs, but also for trips from middle and upper Manhattan to Prospect Park and Coney Island and vice versa. Its eastern terminal also provides close and easy connection to Bedford Ave., from which—directly or indirectly—almost any point in Brooklyn or on Long Island may be reached. The New York terminal, while not so convenient to the downtown business districts and most Jersey ferries as the older bridge, is an asphalted district of the East Side, with fair connections to and from both uptown and downtown.

All routes from the middle and upper city to this bridge will pass finally through the heart of the East Side tenement district, with some narrow streets, requiring care to avoid dense traffic and pedestrians, especially children. This district is connected, however, with practically all of Manhattan Island by good riding. For some of the way Second Avenue (asphalted) is the best thoroughfare, with Twenty-second St. (asphalted) as the best crosstown connection. From uptown take Second Avenue direct, or Fifth, Eighth, or Madison Ave. (or any West Side avenue), or Broadway, to Twenty-second St., thence east to Second Ave. and south to Christie St. (virtually an extension of Second Ave.), to Rivington St., to Clinton St., and one block on Clinton St. to bridge approach. Two roadways extend across bridge to open Plaza adjoining Broadway, several blocks up from East River front.

To Jamaica: From Williamsburg Bridge exit into Broadway, keep direct (with "L" railway) three-quarter mile to Flushing Ave. Turn left into Flushing Ave. one block, then right into Beaver St., which is one thoroughfare with Bushwick Ave. (though separately named for a few blocks). Keep Bushwick Ave.  $2\frac{1}{4}$  miles to Evergreen Cemetery (on left). Pass cemetery downhill, and turn left into Jamaica Ave.; brick paved with double trolley tracks; direct 3 miles to center of Richmond Hill village. Bend left (across R. R.) at Richmond Hill into Hillside Ave. (sign), rounding curve to right over trolley and R. R. track near R. H. station,  $\frac{3}{4}$  mile to junction with Hoffman Boulevard, and straight on to Jamaica, 8 miles from Williamsburg Bridge.

To the old Brooklyn Bridge from middle or upper Manhattan the West Side is better. Take Eighth Ave. from Central Park, or below, to Hudson St., which keep (south) to Chambers St., crossing east on Chambers St. to bridge approach. For

optional routes see sketch of New York in composite page of city maps showing Hartford Rubber Works branches. Roadway across bridge is usually crowded with traffic.

To Jamaica from old Brooklyn Bridge direct from exit across small open space into Liberty St., which keep to bend under "L" railway into Clinton St. Follow Clinton St. to left turn to Schermerhorn St., which take to Nevins St., where turn right and on to left turn to Dean St., thence three blocks on Dean St. into Flatbush Ave., direct to Plaza at entrance to Prospect Park. Bear left across Plaza, entering Eastern Parkway, a fine broad thoroughfare, which keep (bending left with it at Ralph Ave.) to Evergreen Cemetery. Thence left turn into Jamaica Ave.; on to Richmond Hill station and via Hillside Ave., as before, to Jamaica — 10 miles from bridge.

NOTE 1. For a longer but somewhat better way from Williamsburg Bridge to Jamaica, bear right from Broadway at bridge exit, and *down* Broadway to Bedford Ave. (Nassau Trust Co. Bldg. on corner.) Turn up Bedford Ave., which keep about three miles to intersection with Eastern Parkway, and out this parkway as given under directions from old Brooklyn Bridge. Bedford Ave. might be used as a connecting line between the two bridge routes. Another option is to turn right from Eastern Parkway into East New York Ave. direct into Jamaica Ave.

NOTE 2. "Annex" boat, Pennsylvania R. R., plies between Pennsylvania Station, Jersey City, and Fulton St., Brooklyn, making connection between New Jersey mainland and Long Island. From ferry landing go up Fulton St. past bridge exit (on left) and from there all routes detailed from old Brooklyn Bridge equally apply.

### **From Thirty-fourth St. Ferry and Long Island City.**

Among ferry routes this middle one carries most of the eastward travel from New York. From Broadway or any avenue running north and south, in Manhattan, turn east on Thirty-second or Thirty-fourth St. to L. I. R. R. ferry; frequent service to Long Island City. Straight out ferryhouse on Borden Ave., past R. R. station, which keep one-quarter mile, passing under viaduct. Beyond viaduct turn sharp left, then right into Jackson Ave., which keep to Queen's Co. Courthouse on right (St. John's Hospital on left). Here take right fork into Thompson Ave. (dangerous grade crossing  $\frac{1}{8}$  mile) to and past new Calvary Cemetery on right. Straight ahead past two grade crossings and diagonal intersection of shell road (connection with Flushing) to Newtown. Direct through Newtown, turn right shortly beyond (at prominent "Y" in road) from Thompson Ave. to Hoffman Boulevard. After passing Maple Grove Cemetery (on right) boulevard bends right to intersection with Hillside Ave.



Turn square left into Hillside Ave., on over dangerous trolley crossing and keep to "Peace Monument," Jamaica, 8½ miles from Thirty-fourth St. Ferry.

### By Ninety-second St. Ferry and Flushing.

This ferry connects Manhattan and Astoria, L. I. City — best crosstown route from Central Park and West Side is Eighty-sixth St. to First Ave., to Ninety-second St. Leaving ferryhouse, Flushing Ave. is direct about 5 miles, except for a bend into Jackson Causeway over creek at head of Flushing Bay. Keep with car tracks over bridge, then sharp right to corner Broadway and Lawrence Sts. Thence left turn, with car tracks to Main St. (fountain at corner), and right turn on Main St. short distance to small fountain (library immediately beyond). Bend slightly left, passing library on right, out Jamaica Ave. Trolleys soon branch off to private right of way, but Jamaica Ave. continues across country, winding at times but direct, leading finally past new normal school into Hillside Ave., or, two blocks farther, into Fulton St., Jamaica, 8½ miles from Astoria Ferry.

NOTE. Twenty-third St. Ferry from Manhattan, landing at foot of Broadway, Brooklyn, is identical with the eastern terminal of the new Williamsburg Bridge, except that ferry lands on the river front, while the bridge approaches extend over several of the lower blocks. From ferry, Brooklyn side, either go up and out Broadway, or turn right from Broadway almost at once to Bedford Ave., the itinerary in either case coinciding with (optional) directions given from Williamsburg Bridge. To Twenty-third St. Ferry, Manhattan, take any north or south thoroughfare to Twenty-second St., to Avenue "A," to Twenty-third St. Ferry.

Ninty-ninth St. Ferry may be taken to College Point, L. I., from which Flushing is 2½ miles by nearly north and south line of road, coming into the Astoria-Flushing line at Broadway and Lawrence St. This also gives an all-shore ride from College Point to Whitestone and Willets Point. Ninety-ninth St. Ferry and connections are used incidentally rather than for extended tours on Long Island. Half-hour service only; a slow and picturesque route.

### Jamaica to and over South Shore Road.

Entering Jamaica by Hillside Ave., turn right at Peace Monument to Bergen Ave., almost at once crossing Fulton St. into Smith St. to the Merrick Road; entering Jamaica by Fulton St., turn right immediately on Smith St. The Merrick Road is a broad, smooth, macadam thoroughfare leading directly into the South Shore Road along the ocean side of the island. No hills and the route unmistakable to and through Lynbrook, past Rockville Center to Freeport, but dipping gradually southward all the



way to Freeport. Thence resuming a more easterly course, the same perfect highway bridges over, as it were, an intricate system of shallow low bays and streams on the right, with the R. R. a short way off on the left. Direct to Massapequa, Amityville, and  
**27 miles (from Jamaica).                      Babylon.**

Same road leads through Bay Shore and Islip to Sayville; here take right fork and then bend north over R. R., on to Patchogue. Cross R. R. again to near shore, passing through E. Patchogue, Bellport, and Brookhaven. After another R. R. crossing go east to Southaven (where cross river), on to Moriches. Short distance beyond Moriches cross R. R. to  
**55 miles.                      Center Moriches.**

Direct to E. Moriches, crossing Eastport branch L. I. R. R. into Eastport. Continue over Seatuck Creek and through Millside, over Speonk Creek and Beaver Dam Creek through "Six Roads," by Westhampton Beach and over Quantuck Bay and tributaries to Quogue. Road upturns to E. Quogue; then on (R. R. on left) through West Tiana and over Tiana Bay to Good Ground. Thence through Shinnecock Peninsula and across canal to Shinnecock village and Southampton. Through road then turns upward, passes between head of Mecox Bay and R. R. and rounds the top of Hayground Bay to

**78 miles (from Jamaica).                      Bridgehampton.**

Roads become poorer across the narrow peninsula at the eastern end of Long Island. It is possible, however, to continue direct east from Bridgehampton to Easthampton and Amagansett. Beyond Amagansett the Montauk Point Road goes on along Napeague Beach, passing Hither Plain and Ditch Plain lightships, over the "Great Plain" through Wompananit to

**110 miles (from Jamaica).                      Montauk Point.**  
**125 miles from New York.**

**IMPORTANT NOTE.** *From Bridgehampton a road runs almost due north 5 miles to Sag Harbor, connecting there with ferry across Sag Harbor Cove to North Haven. Connecting road extends across Hog Neck to ferry over Shelter Island Sound, landing at South Ferry. Good road thence across Shelter Island, with two ferries (from Manhasset House and Shelter Island Heights) over Greenport Harbor to Greenport. Subject to limitation of ferry transfers, this 14 miles cross route connects Bridgehampton with Greenport, and through them the entire North Shore and South Shore road systems of Long Island, at (practically) the farther extremities of both. Round trip New York or Brooklyn by South Shore to Bridgehampton, Sag Harbor, Shelter Island, and Greenport, to North Shore Road and*

*return to New York or Brooklyn, approximately 255 miles. This run may be taken without covering any one mile twice, and is capable of numberless variations.*

## THE NORTH SHORE ROAD.

### Long Island City to Orient Point, L. I.

This route extends along the shore of Long Island Sound, and is not directly tributary to our selected "Hub" of so many other routes — Jamaica. However, there is a good road between Jamaica and Flushing, by means of which tourists from Brooklyn, Coney Island, Williamsburg, Rockaway Beach, and near points on the South Shore may, if they find it convenient, continue to Jamaica by any one of the routes already detailed and turn due north from that point to Flushing — the latter a lesser "Hub of routes" in the upper west end of the Island, and the principal gateway to the entire North Shore.

Naturally this northern route has closest connections from the Thirty-fourth St. and Ninety-second St. ferries, immediately to and from which it can be traced with only slight repetitions, at the start, of what has been given in connection with these ferries with Jamaica. As the population of the Metropolitan District shifts more and more toward Bronx Borough and Westchester Co., the upper ferries (especially) will increase in relative importance as compared with those below until other new bridges are built.

Thirty-Fourth St. Ferry to Flushing: Straight out ferry-house, on Borden Ave. past R. R. station, which keep quarter mile, passing under viaduct. Beyond viaduct turn sharp left, one-half block with viaduct, then right into Jackson Ave. Where Queens Co. Courthouse is seen on right (St. John's Hospital on left) road forks. Left fork (Jackson Ave. continued) is direct to Flushing, but a usually better road is that by right fork into Thompson Ave. Keep on to dangerous grade crossing one-eighth mile, passing new Calvary Cemetery on right beyond, then another grade crossing. Next see shell road crossing Thompson Ave. diagonally; left turn into shell road is direct to Jackson Causeway, at head of Flushing Bay; thence Broadway to Main St. as before.

Ninety-second St. Ferry, Manhattan, landing at Astoria, L. I. City, leads directly into Flushing Ave. —straight until finally bending into Jackson Causeway, across head of bay into Flushing. This one road over creek at head of bay merges the routes from both Thirty-fourth St. and Ninety-second St. ferries and prepares the way for a trip over the North Shore Road, or to any of the points reached by it or its connections. Road connecting

College Point (ferry from Ninty-ninth St., Manhattan,) with Flushing, runs into main route from other ferries at head of Flushing Bay, making the merger of routes at this point complete.

### **Flushing to and over the North Shore Road.**

From village park, Flushing, take Broadway east, crossing railroad en route to Bayside; then on over inlet to Little Neck. Cross "Greater New York" boundary shortly beyond Little Neck Tavern (stone at wayside marking the line) and pass all transverse roads. From four corners, Manhasset, N. Hempstead turnpike is direct east, though not straight, crossing bridge over into Roslyn; swerving then partly around end of Hempstead Bay. Eastward line turns right from Roslyn into north turnpike, crossing R. R. on direct way to Greenvale and E. Norwich. Straight on to Cold Spring Harbor.

NOTE. For Oyster Bay (interesting detour, some extra distance) keep north from Roslyn along boulevard, past "Cedar-mere" (Bryant homestead) to Glenwood, Sea Cliff, and Glen Cove, where turn right on Main St. and eastward to Locust Valley, crossing Mill Creek to Oyster Bay. Road along harbor and through Cove Neck meets direct eastward line at Cold Spring Harbor.

Cross dam at head of Cold Spring Harbor, on to Cold Spring Village, and (somewhat hilly) into Main St., Huntington, road crossing Great Neck and skirting indent of Centerport Harbor. Thence across foot of Little Neck Peninsula, skirting Northport Bay to

**29 miles (from Flushing).**

**Northport.**

From Northport either skirt irregular shore road through Middleville and King's Park to Smithtown or (usually better, though longer,) turn south one mile, cross main line L. I. R. R. and straight east (left turn) on cross-road leading to Commack and Smithtown. Recross R. R. at Smithtown and keep east (with slight northerly bend) over portion of St. James Road leading into the North Country Road, R. R. on right at the way to Stony Brook. Keep east, the R. R. still on right, and Port Jefferson Harbor on left to

**50 miles (from Flushing).**

**Port Jefferson.**

NOTE. At Port Jefferson steamers cross L. I. Sound to Bridgeport, Conn., making connections to Bridgeport, New Haven, and north and east thereof.

Leaving Port Jefferson, follow road south to fork just above R. R., where turn east. Pass cross-roads and on by short north-



ward turn, then east, winding by foot of Mt. Sinai Harbor, through Mt. Sinai to Miller Place. Road then slants southeastward, passing over R. R., which keep on left to Wardencllyffe. Cross R. R. here and on to Wading River. From Wading River road bends down past R. R. station and continues straight southeast about two miles, merging with the Old Country Road eastward to

75 miles (from Flushing).

Riverhead.

Cross R. R. both entering and leaving Riverhead, skirting (beyond) the upper tributaries of Peconic Bay, or right. Pass Jamesport and Franklinville, where cross R. R. again, keeping it on left to Mattituck, Catchogue, and Peconic. Keep with R. R. on left and Southold Bay on right through Southold. Skirt bay, recross R. R. and on to

92 miles (from Flushing).

Greenport.

100 miles from New York.

North Shore Road continues north to Stirling, thence through E. Marion and over narrow neck of land between Orient Harbor and L. I. Sound, through Orient Village and up to the "Point" beyond.

*IMPORTANT NOTE. Before or at Greenport most tours over the North Shore come to an end, or else turn off to some other portion of the Island. At Greenport steamers run to New London, Conn., and to and from New York. Ferry also to Shelter Island, with connections across that island and Hog Neck to Sag Harbor and Bridgehampton, joining there the South Shore Road, a 14 miles connecting line between the North and South Shore roads, already referred to in more detail.*

### Minor Routes on Long Island.

With a fair understanding — even on paper — of the two long routes already given and their connections to and from the East River gateways, the principal branch lines and cross-routes, whether in the middle portion or on either side of Long Island, are easy to find and follow. The same is true of the minor roads that reach very many places on the irregular coastlines, the separate detail of which is very great. Following will be found necessary directions for reaching other points of interest on Long Island, including a few of the many runs between the north and south shores:

#### New York and Brooklyn to Coney Island (Bridge Routes).

Out from eastern exit of bridge into Fulton St., Brooklyn, and a short distance with "L" railway to Clinton St., then left

into Schemerhorn St., then right into Nevins St., straight to Dean St., where turn left and on three blocks to Flatbush Ave., and direct to Plaza, at entrance to Prospect Park. So far, same as Old Brooklyn Bridge to Jamaica. Now on *through* Prospect Park — east or west driveway as preferred — and at southern entrance swerve right into Ocean Parkway, which is direct to Coney Island and the ocean front. One slight right bend on last third of route only.

9½ miles.

Coney Island.

From new Williamsburg Bridge go across open Plaza to Broadway and *down* Broadway to Bedford Ave. (Nassau Trust Co. Building on corner), thence Bedford Ave. through to Eastern Parkway. Turn right on Eastern Parkway to Prospect Park and swing into Ocean Parkway as outlined above.

From middle Long Island points to Coney Island go most convenient way to Jamaica, thence straight west over Jamaica Ave. into Eastern Parkway and Prospect Park to Ocean Parkway, as already given.

### New York and Brooklyn to Rockaway Beach.

Rockaway Beach, though separated from Coney Island only by a narrow inlet, must be reached by a much different route owing to the fact that Jamaica Bay projects deeply into the mainland above, making cross-routes impossible. Take any of the routes named to Jamaica, and turn right into Merrick Road, which keep direct to Valley Stream and Lynbrook. This route makes a nearly perfect triangle, the apex Lynbrook, with Jamaica and Rockaway Beach parallel points on the triangle's base. At Lynbrook turn right into Rockaway turnpike, through Cedarhurst and Lawrence. Two blocks beyond Far Rockaway Bank turn left and at end of street turn right to Edgemere, Arverne, and

10 miles (from Jamaica).

Rockaway Beach.

### Rockaway Beach to Oyster Bay, via Hempstead.

This is probably the longest cross-route on Long Island, connecting important points on opposite shores at widest part of the Island. From Rockaway Beach take direct line (reverse of above) through Arverne, Lawrence, and Cedarhurst to Lynbrook, where *turn right to Rockville Center*. Up Village Ave. to first macadam road to right and straight north to Hempstead; still north to Garden City and Mineola to Roslyn. Keep north on Boulevard past "Cedarmere" (Bryant homestead) to Glenwood,

Sea Cliff, and Glen Cove, where turn right on Main St. and eastward to Locust Valley, crossing Mill Creek to

20-22 miles.

Oyster Bay.

### Oyster Bay to Massapequa.

This cross-route runs almost directly north and south between the two points named, via Hicksville. Direct south from Oyster Bay to E. Norwich and Jericho. Thence Massapequa Road — narrow at times but good riding — via Hicksville and Central Park to

17 miles.

Massapequa.

### Port Jefferson to Patchogue.

South from Port Jefferson to and across main line L. I. R. R. avoiding left turn just before R. R. (east road along North Shore); still south past Terryville and Medford Ave. direct to

15 miles.

Patchogue.

### East Quogue to Riverhead.

This short line of  $7\frac{1}{2}$  miles is an important connecting link between the South Shore and the North Shore roads via Riverhead. It runs northwest out of E. Quogue through Oakville until it joins poorer road from Quogue and West Hampton. Thence it is practically an air-line, crossing the Peconic River to Riverhead. From Riverhead North Shore Road is direct east and west to all points on upper shore of Island.

### Middle Circuit.

There remains upon Long Island a small group of towns and cities not altogether connected by the main lines and cross-lines already given. This small but favorite riding district is bounded roughly by Queens, Jericho, Hicksville, and Hempstead, enclosing Garden City and Westbury. Entering Jamaica by Hillside Ave. keep same about one mile beyond Peace Monument to Queens Road, which take by right turn to junction of Jericho turnpike and the Hempstead Road (signs). Fulton St., Jamaica, is direct to Hempstead Road. The complete circuit of this middle course — identical with the W. K. Vanderbilt, Jr., road race October, 1904 — is 30.24 miles.

Turning left at this junction (Jericho turnpike and Hempstead Road) into the Jericho turnpike, the route is direct past Mineola, to Jericho, then south on the Massapequa Road through Hicksville to the intersection of the Bethpage turnpike; thence west to Hempstead along the Bethpage turnpike and Hempstead



Road to junction at point of starting, Queens. This 30.24 miles course was covered inside of 25 minutes in the first Vanderbilt road race. Making this circuit from Queens, starting by the Jericho turnpike, *all turns are right turns*; taken in the opposite way, starting over the Hempstead Road, *all turns are left turns*.

Garden City is practically in the center of this course and may be reached direct north from Hempstead or south from Mineola.

Long Island roads are in the main macadam in good condition; more hilly on north than on south sides. Road laws same as elsewhere in New York State, but are frequently made the basis of arrest and fine by overzealous local authorities. Reversing riding directions of any of the routes given is a comparatively easy matter. Since the North Shore and South Shore roads are fairly distinct and complete east of Jamaica and Flushing, one needs little more than an accurate list of the cities and towns passed through in their proper order. For convenience these lists are appended.

(\* Shows junction point with cross-route given in this work.)

### South Shore.

### North Shore.

(*Toward N. Y. and Brooklyn.*) (*Toward N. Y. and Brooklyn.*)

Montauk Point,	Orient Point,
Amagansett,	Orient Village,
Easthampton,	E. Marion,
*Bridgehampton (Shelter	Stirling,
Island and North Shore	*Greenport (Shelter Island and
connection),	South Shore Road connec-
Southampton,	tion),
Shinnecock,	Southold,
Good Ground,	Peconic,
*E. Quogue,	Cutchogue,
Quogue,	Mattituck,
Millside,	Franklinville,
Eastport,	Jamesport,
E. Moriches,	*Riverhead,
Center Moriches,	Wading River,
Moriches,	Wardenclyffe,
Southaven,	Miller Place,
Brookhaven,	Mt. Sinai,
Bellport,	*Port Jefferson,
E. Patchogue,	Smithtown,
*Patchogue,	Cummack,
Sayville,	Northport,

Islip,  
Bayshore,  
Babylon,  
Amityville,  
\*Massapequa,  
Freeport,  
\*Lynbrook,  
Valley Stream,  
\*Jamaica.

Huntington,  
Cold Spring Village,  
\*E. Norwich,  
Greenvale,  
\*Roslyn,  
Flushing.

At Jamaica and Flushing connections to Brooklyn, Long Island City, and New York are easily found and followed from detail of outward notes given from these "gateways of Long Island."

Facilities for the proper care and repair of motor cars are being gradually extended over the island, with the expectation that in the reasonably near future the ordinary requirements of the automobile tourist will be provided for.

## TO NEW ENGLAND VIA LONG ISLAND.

### With transfer across Long Island Sound.

Though most tours upon Long Island are made as round trips from New York or Brooklyn, a motor car may be shipped as freight across the Sound, from either Port Jefferson, L. I., to Bridgeport, Conn., or from Greenport, L. I., to New London, Conn. Boats on these lines virtually connect the road systems of Long Island and Connecticut. A tour from New York to either Port Jefferson or Greenport, with transfer to Bridgeport or New London, would make a somewhat less mileage to Providence or Boston than the usual route via New Rochelle and Stamford. Sailing time of connecting steamers should be ascertained, however, before depending upon same for through schedules.

Direct freight service is maintained in summer between New York and Great Neck, Sea Cliff, Glen Cove, and Glenwood; also between New York and Orient, Greenport, Shelter Island, Southold, and Sag Harbor, by the Montauk Steamboat Co. By this service cars may be shipped to or from principal ports either on the North Shore or at the extreme eastern end of Long Island. In case of disabling accident, return shipment of car can usually be made more conveniently and cheaper by boat than by rail from the districts named. Steamers leave New York from and return to Pier 13, East River, near foot of Wall Street.

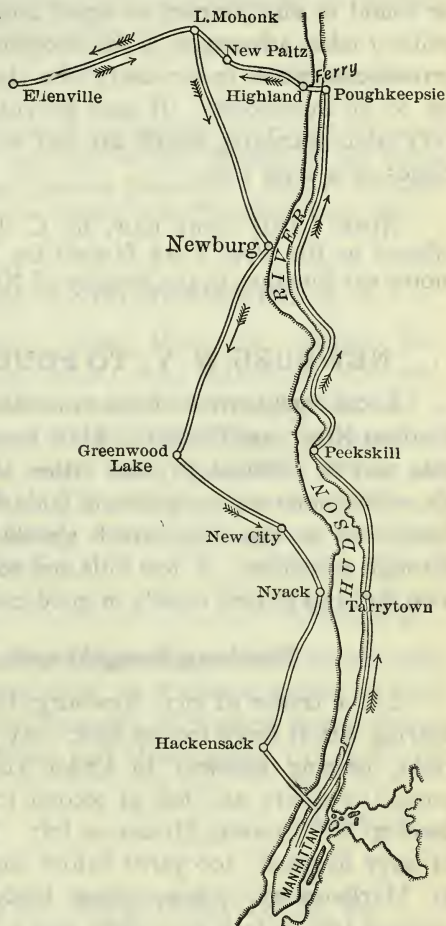
## TO AND FROM THE SHAWANGUNK MOUNTAINS

### Via Poughkeepsie and Newburg.

Take an early morning start up the East bank of the river. As the road is both hard and level excellent time can be made; and with an average speed of fifteen miles an hour Poughkeepsie can be reached in time for a late luncheon and a midday rest.

Cross the ferry to Highland in the afternoon, and go by way of New Paltz to Lake Mohonk. The last part of this route is a gradual ascent of the Shawangunk Mountains, but the roads are so well laid out that there are no steep grades. If fortune favors, you can reach Mohonk in time to see the sunset from Sky Top before supper time. The hotel opens early in the spring and closes very late in the autumn, so there is no danger of missing luxurious accommodation. There is no late dinner to interfere with the evening's enjoyment but a rousing country supper, with a wood fire afterward if the evening air is chilly.

Proceed slowly next morning to Lake Minne-waska. The road is superb, and with the most magnificent outlooks. Don't try to make speed, but make the most of the mountain air and the rugged beauty of these granite hills. Go on to Ellen-ville, over the fine new road made a year or two ago. Luncheon or an excellent midday dinner, can be had at Mount Menanga or at some of the smaller hotels in the village. In either case you will be agreeably surprised at its excellence. Return to Mohonk by the same route





in the afternoon. The landscape will be as new as if you had never seen it, as the difference between morning and afternoon light changes it completely.

Supper, lodging, and breakfast at Mohonk will prepare you for the return trip next day. Instead of crossing to Poughkeepsie come down the West side of the Hudson, keeping to the roads a little back from the river, which go through a delightful dairy country. A stop for luncheon may be made in Newburg, or a bite can be picked up at one of the smaller towns.

This route offers the most complete change of air that can be found in any journey of equal length from New York City, while it takes advantage of the exceptionally good roads made by private enterprise, in a country of a character not usually accessible to an automobile. It also provides creature comforts of a very high standard, which are not to be despised after the fatigues of a long run.

NOTE. This short tour, by C. L. Overman, won a prize offered by the *New York Herald* for the best (most attractive) motor car itinerary in the vicinity of New York City.

## NEWBURG, N. Y., TO POUGHKEEPSIE, N. Y.

Local runs between these two cities, on opposite sides of the Hudson River, are frequent; while longer trips up or down either side may be planned, to cross either at Newburg or Poughkeepsie, with numerous variations in both directions. Ferry transfers take more or less time, which should be calculated in planning through schedules. A few hills and some sand spots; roads common dirt and gravel, mostly in good condition.

### Newburg-Poughkeepsie, West Side.

Leave center of city, Newburg, by Liberty St., with trolley, bearing left at large tree in fork. At red brick schoolhouse turn right, passing gateway to Cedar Hill Cemetery. Turn right around cemetery and left at second fork beyond cemetery gate; then up hill, Conway House on left. Up and down hill to right of large flagstaff; 100 yards before flagstaff turn right (at fork) to Marlborough. Cross stone bridge, undulating road. At crooked tree in fork bear right and at next fork take left — and straight to Milton. Left at fork (white church), right at next two forks, up grade over stony surface. Right by schoolhouse and left short distance beyond; keep maple-bordered avenue, crossing bridge over railroad. Take left fork, cross another bridge, and 100 yards beyond turn right to Highland. Cross

ferry to river front landing, and up Main St. (steep grade first few blocks), past N. Y. C. Railroad station to center of city.

18-20 miles.

Poughkeepsie.

### **Newburg-Poughkeepsie, East Side.**

Go down Broadway until trolley turns off to ferry near foot Second St., cross river to Fishkill Landing and out direct three miles to Fishkill Village. Turn left (north) on Church St., thence straight ahead with Albany post road to and through Wappinger's Falls, thence with trolley tracks to Market St. to its intersection with Main St., business center of

18-20 miles.

Poughkeepsie.

NOTE. Either of these short connecting routes may be used as part of a tour from the west side of the Hudson to the Berkshire Hills and New England points generally. See, in particular, tour from Poughkeepsie to Lenox and Pittsfield, page 161.

### **POUGHKEEPSIE, N. Y., TO NEWBURG, N. Y.**

East Side (condensed): From Main and Market Sts., Poughkeepsie (courthouse opp corner), take Market St., with trolley, to Wappinger's Falls. Make sharp left turn up grade, and at top turn right, through road to Fishkill Village, entering on Church St. Turn right on main street, past Post Office and down hill to ferry at Fishkill Landing; ferry to Newburg. Straight up from ferry landing one block, making left turn, thence with trolley to Broadway,

18-20 miles.

Newburg.

West Side (condensed): From center of Poughkeepsie, take Main St., down hill past N. Y. C. Railroad station to ferry dock. Ferry to Highland, on west side of Hudson River; thence main road south through Milton and Marlborough to Liberty St. and Broadway,

18-20 miles.

Newburg.

### **CATSKILL, N. Y., TO BINGHAMTON, N. Y.**

#### **Via Stamford and Oneonta.**

The Catskill Mountains lend a special charm to the upper West Side of the Hudson River. They give a keen interest to a portion of the northward journey from New York, Newburg, and Kingston which would otherwise be tame in comparison with

the Highlands below Poughkeepsie, and the hills that extend from Troy and Saratoga to Lake Champlain and the eastern Adirondacks. This route crosses the entire Catskill Mountain system, but in quite a different way from the route between Kingston and Binghamton, though west of Unadilla they are identical.

(Telephone line practically all the way to Oneonta.)

Leave Catskill via Main and Water Sts., following Leeds trolley line to Leeds. Go through and two miles out take left fork through South Cairo and on to Cairo. Leaving Cairo take two left forks and up grade three miles through Acra to So. Durham. Up grade to East Windham; through for six miles to Windham and direct to Ashland.

Direct to Red Falls and through for two miles to Fair Ground. Turn right around big rock and one mile into Prattsville. Leaving Prattsville turn left across bridge and climb grade. One mile out take right fork following telephone line and four miles through toll gate into Grand Gorge. Keep right, cross railroad and five miles along left side of railroad and road turns to left through toll gate into Main St.,

**50 miles.**

**Stamford.**

Leave via West Main St. and Harper St. three miles to toll gate, then take right fork and one mile to Harpersfield Center, and then five miles, where cross iron bridge and up grade and take first left turn and pass through North Kortright. Two miles beyond turn left through covered bridge and then three miles through East Davenport; direct to Davenport Center.

When one mile out of Davenport Center take right fork across railroad and covered bridge, direct to West Davenport. Go through and two miles out, after crossing river bridge and railroad, turn left and enter Main St.,

**79 miles.**

**Oneonta.**

Main St. to Chestnut St. and out two miles turn to left, pass cemetery and straight ahead, crossing next four corners, and passing Pond Lily Hotel, one mile to railroad crossing and soon an iron bridge, continue straight one-half mile, cross railroad and four miles into Otego. Through direct to Wellsbridge. Turn to left, cross railroad and river bridge; one mile out road curves left up hill and five hundred feet farther turn right. Two miles beyond, through covered bridge and turn right. Cross long river bridge and turn left into

**97 miles.**

**Unadilla.**



Direct through and five miles to river bridge on left. (Do not cross unless you wish to stop in Sidney.) Continue straight on right bank of river one-half mile to railroad crossing, one-half mile farther bear to left across iron bridge and straight ahead three miles to railroad crossing and direct through Bainbridge. Straight ahead passing under railroad, entering Afton; straight through and direct to Nineveh. Through and direct to

120½ miles.

Harpersville.

At hotel turn sharp to right and run two miles to Belden, where do not take first left, but cross small iron bridge and then turn left over Belden Hill, following telephone poles; at foot of hill pass through viaduct under railroad and one mile, where take right fork as does telephone line and continue, bearing soon to the left into Sanitaria Springs. Do not go under railroad, but turn right up hill past large frame house and White Hotel; crossing railroad at top of grade and one mile to next railroad crossing, down grade into Port Crane. Go through, crossing four corners and one hundred feet farther road bears to left, then straight for seven miles, entering by Chenango St., to viaduct, which cross over railroads direct to Court St., center of city,

141 miles.

Binghamton.

## BINGHAMTON, N. Y., TO CATSKILL, N. Y.

### Via Oneonta and Stamford.

From Court St. to Chenango St., over viaduct and straight ahead to Port Crane. Through four corners and up easy grade three miles to railroad crossing and one mile into Sanitaria Springs. Pass station on left and cross railroad down grade, pass hotel and large frame house. Do not go under railroad, but *turn left past schoolhouse* and cross small bridge, taking first right fork along with railroad for one mile. Pass under railroad viaduct (the second since leaving Sanitaria Springs station), and follow telephone poles over Belden Hill; at foot the road turns to right and two miles into

20½ miles.

Harpersville.

Turn sharp left down grade and straight across railroad to Nineveh. Go through and two miles out cross railroad, into Afton. Straight through and pass under railroad viaduct, then one mile to railroad crossing and four miles to right fork across railroad entering Bainbridge. Through direct two miles to railroad crossing and three miles beyond cross iron bridge. Bear

to the right one-half mile and cross railroad, and a half mile farther is river bridge into Sidney. Unless wishing to stop in Sidney, keep straight ahead on left bank of river to

**44 miles.**

**Unadilla.**

Through and one-half mile out turn right across Suspension Bridge and one-half mile farther turn left through covered bridge and direct for two miles, where turn left, following telegraph poles, crossing bridge and railroad into Wellsbridge. Turn right and straight through Otego. Following telegraph poles, four miles out cross railroad, one-half mile farther cross Iron Bridge and railroad beyond. One mile to Pond Lily Hotel, where cross four corners and pass cemetery, then first right turn into Chestnut St. and Main St.,

**62 miles.**

**Oneonta.**

(Telephone line practically all way Oneonta to Catskill.)

Leave via East Main St. and go three miles to Emmons, where turn right, cross railroad and river bridge, straight into West Davenport. Through and three miles beyond take right fork (White House in fork) cross railroad and through covered bridge, bearing to left into Davenport Center. Straight through to East Davenport; direct for three miles and through covered bridge, where turn right into North Kortright. Turn right, down grade across Iron Bridge and five miles into Harpersfield Center. Take right fork and go one mile to toll gate, thence three miles into Harper St. to Main St.,

**91 miles.**

**Stamford.**

Leave via East Main St. and cross railroad, toll gate one mile out. Take right fork and one mile, take next right fork, in sight, though not across railroad, and follow on right-hand side of railroad five miles, where cross into Grand Gorge. Left fork through toll gate and straight road, crossing bridge entering Prattsville. Through Prattsville and one mile past Fair Ground. *Do not cross bridge*, but turn left around big rock and into Red Falls. Through for three miles to Ashland and straight to Windham.

Climb hill and when two miles out take right fork and soon pass bridge on right (do not cross), but keep straight ahead through East Windham. Down grade to South Durham; down grade for three miles to Acra and straight to Cairo. Through three miles to South Cairo and two miles farther take right fork to Leeds. Follow trolley line by Water St. and Main St. into

**141 miles.**

**Catskill.**

Ferry to Catskill Station on the East Side of the Hudson River, or south to Kingston, Newburg, New York, etc., or north toward Albany and Troy.

## UTICA, N. Y., TO BINGHAMTON, N. Y.

### Via Sauquoit Valley and Norwich.

This route and its reverse, which follows, connects the two main trunk systems of highways across New York State by a line a trifle less than 100 miles in length. By the use of same, trips may be planned from Binghamton and the "Southern Tier" generally to the Mohawk Valley, the Adirondacks, the Thousand Islands, etc., via Utica, or vice versa. Or from Utica to the Anthracite coal regions and numerous Pennsylvania points via Binghamton. The intercity trip is a pleasant one, and can be made in a half day under favorable weather conditions.

### Utica to Norwich.

Leave Utica from any central point by following Genesee St. (double car tracks) out to the suburban village of New Hartford. Just before the Post Office (Butler Memorial Hall on right), turn left, direct to Washington Mills. Cross railroad, bend to right and follow the Sauquoit Valley road through Chadwicks, Sauquoit, Clayville, and Cassville to North Bridgewater. When one mile out turn to right and straight road into

18 miles.

Waterville.

Take Sanger St. to Sangerfield; one mile beyond take right fork to North Brookfield depot. *Do not cross railroad*, but take left road to East Hamilton. Continue same road up grade; in descending (use caution) take right fork down heavy grade, crossing railroad and keeping to left to Poolville. Turn right at hotel and follow main road, turning right and cross bridge into Earlville. Turn left at hotel into South Main Street, and follow railroad into Sherburne. Through main street to North Norwich; turn right — across railroad — then left, following telephone poles, along main road to

52 miles.

Norwich.

Direct to Oxford, on to Brisben and Greene. When four miles out cross bridge and bear left, direct into Chenango Forks. Direct through town, cross bridge and railroad, bearing at once to left along railroad — straight four miles over Kattelville hill. Cross four corners and take straight road entering Front St. and



under railroad near center of city. Turn left into Ferry St. and cross river bridge. Two blocks to end of street, where turn right on Washington St. to Court St., center of city

94 miles.

Binghamton.

## BINGHAMTON, N. Y., TO UTICA, N. Y.

### Reverse of Above.

Leaving center of city via Court St. and Washington St., turn left into Ferry St. Cross river bridge, turn to right and out Front St., macadam for five miles; then keep straight ahead (do not take right fork), three miles more to Kattelville. Cross four corners and small bridge, on over Kattelville Hill and a mile beyond cross railroad and river bridge into Chenango Forks. Straight through for five miles, where turn right across small iron bridge; three miles beyond take left fork and through to Greene. Direct road to Brisben and Oxford to

42 miles.

Norwich.

Direct through, following telephone poles to North Norwich. Turn to right and cross river, taking next left to Sherburne. Direct through and follow railroad to Earlville; turn to right at hotel, and after crossing bridge turn left and follow main road to Poolville. Turn left at hotel, cross railroad and up heavy grade, then down into East Hamilton. Direct road through North Brookfield depot and Sangerfield to

76 miles.

Waterville.

Turn right and direct for five miles, where turn left and into North Bridgewater. Keep to left to Cassville, to right to Clayville thence direct through Sauquoit, Chadwicks, and Willowvale to Washington Mills. Bend left, cross railroad and on to New Hartford, from which point trolley cars are direct into Genesee St., principal thoroughfare of

94 miles.

Utica.

## SYRACUSE, N. Y., TO BINGHAMTON, N. Y.

### Via Cortland.

This route and its reverse, like the Utica-Binghamton routes, connect the two main trunk highways across New York State; and by the use of same many interesting "circular" trips can be planned in the territory between Lake Ontario and the Pennsyl-

vania line. It will be noticed that the distance between Syracuse and Binghamton is less than that between Utica and Binghamton.

From the business center of Syracuse, take South Salina St. to Cortland Ave., and turn left out Midland Ave., through the Onondaga Indian Reservation to Onondaga Castle. Take right fork direct to Cardiff; thence on up Christian Hollow Hill and through four corners. Five miles beyond take first right into Preble, thence on to Homer and

36 miles.

Cortland.

Turn left at York Hotel and go down river road, on west bank, direct road to Marathon. Follow river on East bank, crossing to Lisle, thence river road to Whitney's Point. Cross railroad at depot and turn right at Hotel Griffin, main road through Castle Creek, straight ahead to Glen Castle. Direct through to main river road, where road turns to right. Follow macadam, entering via Front St. and under railroad near center of city. Turn left into Ferry St. and cross river bridge. Two blocks to end of street, where turn right on Washington St. to Court St., center of city

77 miles.

Binghamton.

## BINGHAMTON TO SYRACUSE.

### Reverse of Above.

Leaving center of city via Court St. and Washington St., turn first left into Ferry St. Cross river bridge, and turn to right out Front St., macadam. When four miles out, *after* crossing two bridges close together, turn left, and follow straight road through Glen Castle, on to Castle Creek. Uphill direct and keep main road to Whitney's Point. Turn left through town and cross railroad at depot; turn right to Lisle, and cross bridge (on entering town) to right bank and follow river to Marathon. Keep river on East bank direct to

41 miles.

Cortland.

Turn right and via Main St. to and past Fair Grounds, thence with trolley to Homer. Straight road to Little York and Preble. Turn right across railroad and keep North with railroad on left, two miles to first fork. Take left fork (not left turn) and go straight ahead through four corners, again straight road to Christian Hollow Hill and on to Cardiff. Follow direct line through Onondaga Indian Reservation and enter Midland Ave., turning right to Cortland Ave. to South Salina St., center of city

77 miles.

Syracuse.

## ALBANY, N. Y., TO BINGHAMTON, N. Y.

### Direct Line via Oneonta.

From Broadway and State Sts., in front of postoffice, center of all routes through Albany, ascend Capitol Hill and turn left on any convenient street to Madison Ave. Turn right on Madison Ave. and out direct to Guilderland postoffice; one-half mile beyond turn left to Guilderland Center. One mile beyond, take left fork at church, cross small bridge, then direct to

14 miles.

Altamont.

Turn right at Altamont, around store opposite park, cross small bridge; turn left, cross railroad and go uphill to Township. At three-pronged fork take right direct to Gage's; on through road to Gallupville and

33 miles.

Schoharie.

Cross river and follow Schoharie Road through East Cobleskill and Mineral Springs to Cobleskill. Keep to left of D. & H. R. R., which follow through Richmondville to Worcester. Continue along railroad through Schenevus, direct to Maryland; then through Colliers to

78 miles from Albany.

Oneonta.

Out Main St. to Chestnut St., turning left past cemetery and Lily Pond Hotel, crossing railroad and iron bridge en route to Otego; then direct to Wellsbridge. Turn left, cross railroad and bridge; one mile out road curves left up hill; 500 feet farther turn right. Two miles beyond, go through covered bridge and turn right, crossing long bridge, and turn left into

98 miles.

Unadilla.

Direct through and five miles to river on left; do not cross unless going to Sidney. Continue on right bank of river one-half mile to railroad crossing, one-half mile farther bear left across iron bridge and on through Bainbridge. Straight ahead, passing under railroad, entering Afton; direct to Nineveh and

121 miles.

Harpersville.

At hotel turn sharp right, two miles to Belden; do not take first left, but cross small iron bridge; then left over Belden Hill, with telephone poles. At foot of hill pass under railroad and one mile, where take right fork and continue, soon bearing left into Sanitaria Springs. *Do not go under railroad*, but turn right up



hill past White Hotel; cross railroad at top of grade, then down grade into Port Crane. Go past four corners; 100 feet farther road bears left, then straight for seven miles, entering by Chenango St., to viaduct, which cross over railroads direct to Court St., center of city,

142 miles from Albany.

Binghamton.

## BINGHAMTON, N. Y., TO ALBANY, N. Y.

### Reverse of above — Condensed.

From Court St. to Chenango St., over viaduct and straight ahead to Port Crane. Through four corners and up easy grade three miles to railroad crossing and one mile into Sanitaria Springs. Pass station on left and cross railroad down grade, pass hotel and large frame house. *Do not go under railroad, but turn left past schoolhouse*; cross small bridge, taking first right fork along with railroad one mile. Pass under railroad viaduct, and follow telephone poles over Belden Hill; at foot the road turns right for two miles into

20½ miles.

Harpersville.

Turn sharp left down grade and straight across railroad to Nineveh; two miles beyond cross railroad into Afton. Pass under viaduct, then five miles to right fork across railroad entering Bainbridge. Through direct two miles to railroad crossing; three miles beyond go over iron bridge. Bear right one-half mile, on to bridge into Sidney. Unless wishing to stop in Sidney, keep straight ahead on left bank of river to

44 miles.

Unadilla.

One-half mile beyond Unadilla turn right across suspension bridge; one-half mile farther turn left through covered bridge. Direct for two miles, then turn left, following telegraph poles, crossing bridge and railroad into Wellsbridge. Turn right and straight through Otego. Four miles out cross railroad, one-half mile farther cross iron bridge and railroad beyond. One mile to Pond Lily Hotel, pass four corners and cemetery, then first right turn into Chestnut St. and Main St.,

62 miles from Binghamton.

Oneonta.

Road from Oneonta follows valley and railroad — splendid rural scenery — through Maryland, Worcester, Cobleskill, Scho-

harie, and Altamont to Guilderland, entering by Madison Ave. to State St.,

142 miles from Binghamton.

Albany.

## SYRACUSE, N. Y., TO OSWEGO, N. Y.

Take South Salina St. (center of downtown business district) to bridge over Erie Canal into North Salina St. Direct out to Wolf St.; turn right on Wolf St., one square, then left, straight road over railroad tracks to Liverpool. Take right fork and continue three squares, then right fork again to left side of church. Continue straight through to Three Rivers; cross bridge and straight through Phoenix to Fulton.

Take main street through Fulton to the bridge, turn left to cross two bridges over canal and river; then turn right, straight road through to

36 miles.

Oswego.

## SYRACUSE, N. Y., TO ROCHESTER, N. Y.

### Via Auburn, Geneva, and Canandaigua.

The principal trunk line across central and western New York state is generally considered as following the New York Central Railroad and the Erie Canal all the way. However, the direct road between Syracuse and Rochester is over a somewhat uninteresting country, and passes just above a number of small but attractive and prosperous cities, among them Auburn, Geneva, Seneca Falls, Waterloo, Clifton Springs, and Canandaigua.

The route cutting off these and some smaller places is but a few miles more direct, with no better roads, and necessarily deprives the tourist of visiting these cities en route. Most of them are situated on beautiful lakes, all of the following well-known inland waters being touched: Skaneateles, Owasco, Seneca, Cayuga, and Canandaigua. As a matter of fact, the tour via this slightly longer line can be made about as quickly as by the more direct route, and the intermediate accommodations are much superior.

### Syracuse to Auburn.

Leave downtown Syracuse by crossing the canal bridge from North to South Salina St., and turning left into West Genesee St. This gives a direct line with the turnpike to Camillus; two miles of new state road, steep hill, 15 per cent., descending into Camillus.

Leaving Camillus, go west up a 15 per cent. hill, one-quarter of a mile long; follow telephone line west to Elbridge, good road and no hills of consequence. From Elbridge follow telephone line west to Senett — five miles — good road, mostly level. Leaving Senett follow telephone line southwest to

**27 miles from Syracuse.**

**Auburn.**

#### **Auburn to Geneva.**

Leave Auburn via West Genesee St., following telephone line to Cayuga on Cayuga Lake, nine miles of good road, all down grade. Turn right at center of Cayuga village and follow canal towpath to Free Bridge, three miles; cross Seneca River at Free Bridge. Then follow telephone line to Seneca Falls, six miles; leaving Seneca Falls, keep with trolley line to Waterloo, five miles; road sandy, but mostly level. From Waterloo follow trolley line to business center of

**54 miles from Syracuse.**

**Geneva.**

In summer steamer runs from Geneva to points at lower end of Seneca Lake. A fair road extends along the western shore to Watkins Glen, and from there along railroad to Elmira.

#### **Geneva to Rochester.**

From Exchange St. — principal business thoroughfare in Geneva — turn right into Castle St., which keep to Experiment Station (one mile). Cross railroad bridge and take first right-hand turn, straight to Phelps. Thence on to and through Clifton Springs to Manchester, to Victor, to Mendon, to Pittsford, to

**54 miles from Geneva.**

**Rochester.**

**108 miles from Syracuse.**

Above short route does not go through Canandaigua. For Rochester via Canandaigua, leave Geneva as before by Castle St. to Experiment Station, one mile. Cross railroad bridge, but instead of turning right, as in the former case, *keep straight ahead on through road to Canandaigua*. Follow Rochester & Eastern (electric) Railway from Canandaigua to Victor, where join route above given to Rochester.

#### **ROCHESTER, N. Y., TO LOCKPORT, N. Y.**

From business center of city (Main and State Sts.) take State St. to Lake Ave. to city line. At city line turn left into "Little Ridge Road," which follow through Greece, West Greece, Parma, and Garland to Clarkson.



Ridge Road does not enter the towns along the Rochester-Lockport branch of the N. Y. Central R. R. (Brockport, Albion, Medina, etc.), but continues north of same via West Clarkson, Murray, Gaines, Oak Orchard, Ridgeway, and Jeddo to Hartland. Thence to Wright's Corners, where turn left to

**60 miles from Rochester.**

**Lockport.**

This line can be continued through to Buffalo, making an optional route from Rochester altogether different from the usual route via Batavia. For running details in reverse direction see "Buffalo to Lockport via Transit Road," page 180.

## **ROCHESTER, N. Y., TO ELMIRA, N. Y.**

Leave Rochester by Exchange St. south, turning left into Clarissa St., across bridge to Mt. Hope Ave., which follow through West Brighton to West Henrietta. Continue south on straight road, crossing Lehigh Valley R. R. and N. Y. C. R. R.; take first turn to right after crossing last railroad to West Rush (1.25); then left into straight road to Avon. Turn right into Avon—Caledonia Road, down hill—taking first turn left beyond Erie R. R. Straight road through South Avon to

**30 miles from Rochester.**

**Geneseo.**

Continue south along line of Erie R. R. to Mount Morris. From Mount Morris the points passed through en route to Elmira are Kysorville, Dansville, Perkinsville, Patchin's Mills, Cohocton, Wallace, Avoca, Kanona, Bath, Savona, Coopers, Painted Post, Corning, Big Flats, Horseheads,

**122-125 miles from Rochester.**

**Elmira.**

## **OWEGO, N. Y., AND ITHACA, N. Y.**

All routes East and West along the "Southern Tier" of cities in New York State pass through Owego, N. Y. This city is about midway between Binghamton and Elmira; and from Owego a line 33 miles long connects with Ithaca on Cayuga Lake.

### **Owego to Ithaca.**

Leave Owego via Railroad Ave., and when about a mile from town turn left across small bridge and railroad, then eight miles into Candor. Entering Candor turn left and cross bridge, passing depot on left, through town, taking right fork across

another bridge with dam on left. Turn sharp to left and straight to Wilseyville. Through Wilseyville and up grade, taking left fork direct by Danby Pike and South Aurora St. to

**33 miles.**

**Ithaca.**

### **Ithaca to Owego.**

Leave Ithaca by South Aurora St. and continue straight out by Danby Pike to Danby, where take left fork direct to Wilseyville. Through Wilseyville and straight road to point just entering Candor, where turn right across bridge with dam on right into Candor. Straight through Candor, across another bridge and second turn to right, straight out for eight miles until railroad and river bridge are crossed, where turn right and via Railroad Ave. into

**33 miles.**

**Owego.**

## **MIDDLETOWN, N. Y.-BINGHAMTON, N. Y.**

Following is a list of places passed through, together with the essential distances, between Middletown and Binghamton, N. Y. The intervening territory is almost entirely without automobile touring schedules, and this is given more as a suggestion than as an itinerary. A glance at the map, pages 149-150, will show the possible importance of this line.

Places.	Local Distances.	Total.
Middletown, N. Y., . . .	0	0
Otisville, N. Y., . . .	5	5
Cuddebackville, N. Y., . . .	6	11
Port Jervis, N. Y., . . .	9	20
Lackawaxen, Pa., . . .	24	44
Honesdale, Pa., . . .	25	69
Aldenville, Pa., . . .	10	79
Mount Pleasant, Pa., . . .	9	88
Belmont, Pa., . . .	2	90
Susquehanna, Pa., . . .	20	110
Great Bend, Pa., . . .	8½	118½
Binghamton, N. Y., . . .	9½	128

The most difficult part of any trip scheduled this way would be found between Port Jervis, N. Y., and Lackawaxen, Pa.

## **ELMIRA, N. Y., TO LAKE ERIE.**

### **Via Olean and Jamestown.**

The Chautauqua (N. Y.) district, of which the city of Jamestown is the best known point, is not on any of the main highways East and West through western New York. It is reached, how-

ever, from various directions, although satisfactory schedules of automobile tours in this section are not yet available. Following is an outline of a connecting route from the "Southern Tier" of cities in New York state to Jamestown, thence along the North shore of Chautauqua Lake to Brockton on Lake Erie. Elmira is on one of the main thoroughfares across the state and Brockton on the main highway between Buffalo, N. Y., and Erie, Pa. This connecting link via Chautauqua — for which fair-to-good roads are reported throughout — ought to be better known and more frequently traveled by motorists than it is at the present time.

### **West from Elmira and Corning.**

Leave Elmira by West Water St. to College Ave.; straight ahead on College Ave., passing State Reformatory on left and crossing railroad tracks at Junction. At fork beyond Junction keep right-hand road, curving left to Horseheads Station. After another railroad crossing turn left at fork down tree-shaded road; cross wood bridge over railroad and turn right. Take left fork by schoolhouse; at next fork take right-hand road and follow tel. poles through Big Flats. Cross railroad at East Corning Station, continuing on over bridge winding into Corning. Take Market St. west three blocks from Dickinson House and make right turn to cross railroad and Chemung River. Two blocks west, then turn with trolley to Pultney St., direct to Painted Post. Cross and recross railroad to fork, where bear left and follow tel. poles to Coopers. Cross river and railroad, keeping winding road across river to

29 miles from Elmira.

**Campbell P. O.**

The route is now across from Campbell to West Addison by way of Thurston and Risingville, and from West Addison by way of Hedgesville, Five Corners, West Troupsburg, and Rexville to Whitesville, 38 miles from Campbell, 67 miles from Elmira. From Whitesville it is fair going by way of Hawkes, Shongo, Stone Dam, Alma, and South Bolivar to the river and railroad, where turn south past Little Genesee, Ceres, Carroll, and Portville station to Olean, about 45 miles from Whitesville. From Olean follow the railroad to Allegany, Carrollton, Kill Buck, Bucktooth, northwest to Napoli, and then southwest by way of East Randolph and Randolph to the railroad, along with same to

167-170 miles from Elmira.

**Jamestown.**

The best road beyond Jamestown is along the North shore of Chautauqua Lake to Bemis Point (10½ miles); Dewittville



(17½ miles) and Hartfield, 20 miles from Jamestown. Direct through Hartfield, past church and across numerous hills to top of highlands overlooking Lake Erie and the famous grape belt of western New York. Down steep hill (caution) to end of road; turn right and then first left to

29½ miles from Jamestown.

Brockton, N. Y.

197-200 miles from Elmira.

At Brockton, this run intersects the famous "Lake Shore Road" between Buffalo and Erie. It is worth noting that the distance from Elmira to Brockton via Olean and Jamestown is almost exactly the same as via Batavia and Buffalo, thence direct by the Lake Shore Road. From Jamestown a line of road 34 miles long runs to Dunkirk, N. Y., via Kemballs, Gerry, Sinclairville, Moons, Cassadaga, Laona, and Fredonia.

### COMMON LAW OF THE ROAD.

Every thoroughfare which is, in the language of the English books, "common to all the king's subjects" is a highway, whether it be a carriageway, a horseway, a footway, or a navigable river. (3 Kent Com., 432.)

So, too, the ways in public parks, being open to all the people, who are restricted only by the terms of their own enactment, which determine the uses for which the separate parkways are dedicated and set apart, are, at least in the manner of their respective uses, public highways. (*Commonwealth vs. Bowman*, 3 Pa. St., 203; *Commonwealth vs. Temple*, 14 Gray, 74.)

A street is made for the passage of persons and property, and the law cannot define what exclusive means of transportation and passage shall be used. . . . To say that a new mode of passage shall be banished from the streets, no matter how much the general good may require it, simply because streets were not so used in the days of Blackstone, would hardly comport with the advancement and enlightenment of the present age. (*Moses vs. Pittsburg, etc.*, R. R. Co., 21 Ill., 522.)

Persons making use of horses as a means of travel or traffic have no right upon the public highways superior to those who make use of the ways in other permissible modes. Improved methods of locomotion are admissible, and cannot be excluded from existing public roads, if not inconsistent with present methods. (*Macomber vs. Nichols*, 34 Mich., 212.)

The automobile is a vehicle, and motorists may go upon a public highway at all times possessed of the same rights and liable only to the same restrictions to which the drivers of other vehicles are subject.

## Across and Around About Staten Island.

Staten Island (Borough of Richmond, New York City) is best known to motorists as the first stage of the shortest line of road to New Brunswick, Trenton, Philadelphia, and points beyond. Though requiring two ferry transfers as against one across the North River direct to New Jersey, there is a material saving of distance, and the gain of a much less complicated route for, approximately, the first third of the way to Philadelphia. Many tours are planned to go one way and return another.

### New York-St. George-Tottenville Line.

Chiefly important is the practically level country road between the opposite extremities of the island — St. George and Tottenville — nearly straight and in excellent condition throughout. This is one main line of the island: From South Ferry, Whitehall St., New York City, take (half hour) ferry across bay to St. George, leaving the ferry slip by left exit. Go straight out to where the way ahead is blocked by irregularity of first cross streets, where bend left and follow Shore Road through Tompkinsville and Stapleton to Clifton, all small places. Entering Clifton turn right on splendid macadam road — Vanderbilt Ave. — direct to New Dorp. Here take left turn (sign) into Amboy Road — a direct, unbroken line across the center of the island, the railroad taking the same general course, with now and then a crossing.

Continue on Amboy Road through Oakwood, Giffords, Eltingville, Annadale, Huguenot, Princess Bay, Pleasant Plains, and Richmond Valley to

16 miles from St. George.

Tottenville.

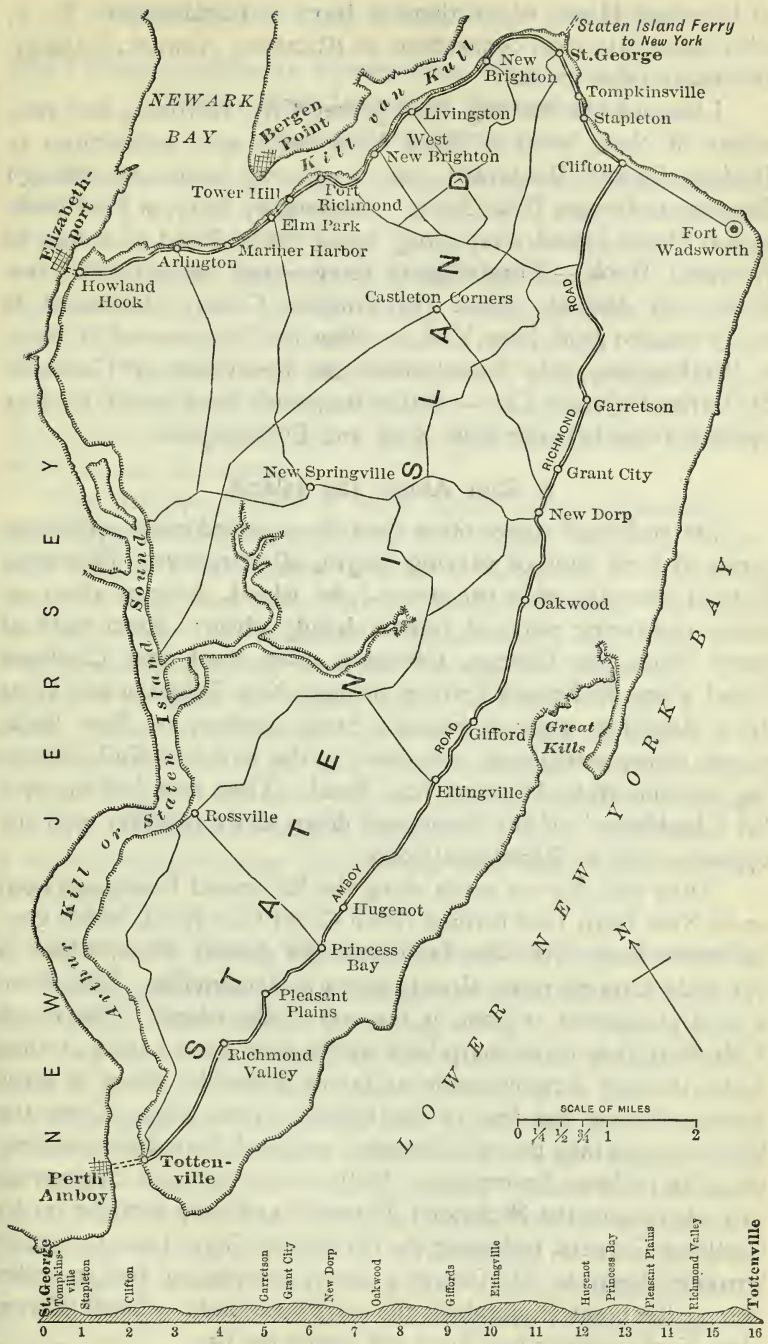
21 miles from Central Park, N. Y.

NOTE. At Tottenville Village leave Amboy Road, keeping Totten St. to Bentley St. to ferry. Amboy Road ends at private dock below ferry, necessitating return and possibly losing boat, if figuring on time of leaving.

The continuation of this run to New Brunswick, N. J., and beyond will be found in full detail in the New York-Philadelphia routes, and somewhat condensed in the tours to and from the Jersey Coast resorts.

### Other Connections from New York.

In other ways Staten Island may become a part of tours from New York and vicinity into New Jersey. After the landing at St. George, one may turn right (instead of left as before) and follow upper Shore Road through New Brighton, Port Richmond,



Main road from St. George to Tottenville is the first part of a short line between New York and Philadelphia, the Jersey coast resorts, etc. Diagram shows grades across the island.



to Howland Hook, where there is ferry to Elizabethport, N. J., with immediate road connections to Elizabeth, Newark, Rahway, and many other points.

Likewise one starting from Jersey City, Bayonne, and elsewhere in New Jersey or New York, with easy connections to Hudson County Boulevard, may keep that boulevard through Bayonne to Bergen Point ferry. Landing, by ferry, at Port Richmond, Staten Island, keep along upper Shore Road as before to Howland Hook — Elizabethport ferry — and beyond into New Jersey, as desired. Since the Hudson County Boulevard is easily reached from New York — either by Forty-second St. ferry to Weehawken, or by Twenty-third St., Desbrosses, or Cortlandt St. ferries to Jersey City — that is frequently used as still another optional route between New York and Philadelphia.

### A Run About the Island.

Staten Island routes other than those named make a pleasant series of local runs of varying length, all attractive. Following is brief itinerary of a run *around* the island, distance about 40 miles, embracing parts of routes already given: Keep right at ferry house, St. George, following coast road past Castleton Hotel, along Richmond Terrace, through New Brighton and West New Brighton, passing Sailor's Snug Harbor, to Port Richmond, where turn sharp, your back to the Kill von Kull, following car line up to Morning Star Road. Then turn left up over the "backbone" of the island and down to its junction with the opposite coast or Richmond Road.

Turn with the car south along the Richmond Road, and keep on to New Dorp (not turning down Grant City Road, which goes on to the sea). At New Dorp join the Amboy Road, which is our main through route already given to Tottenville. This, from a road standpoint at least, is the end of the island. The Fresh Kills Road then turns sharp back up the west coast (along Arthur Kill), through Kreischerville as far as Rossville, where it turns inland, skirting the foot of the hills to Fresh Kills. Cross the hills here and take the old Turnpike, or South Broadway, skirting the hills to New Springville. Half a mile north of Springville turn sharp into the Richmond Turnpike and keep straight on by Castleton Corners, following the car line by Silver Lake to Tompkinsville down to St. George's ferry, completing the 40 miles tour at the point from which the start was made — South Ferry, New York, another half hour sail across the bay.

Accommodations for tourists and their machines on Staten Island are meager, and motor car trips should be planned directly across.

## NEW YORK-PHILADELPHIA ROUTES.

### The Principal Highway System from New York City, Across Central New Jersey, to Pennsylvania and Southern Points.\*

Broadly speaking there are three main traveled lines out of New York toward Philadelphia; a choice of two between New Brunswick and Trenton, and a choice of two between Trenton and Philadelphia. Supplementing these are numerous variations suited to the tourist's time and fancy. Starting from Manhattan Island one route—the main stem—is through Jersey City, Newark, Elizabeth, and Rahway, the first twelve miles largely over city streets. This drawback is recompensed by the single ferry transfer required, and a large proportion of the inter-city travel is over this route.

The principal option is from South Ferry, Manhattan, to St. George, skirting the eastern shore of Staten Island to Tottenville, ferry to Perth Amboy, and on to Metuchen, N. J., joining there the main stem from Jersey City and Newark. The third is from Jersey City, Hoboken, Weehawken, or any other point with connections to and from the Hudson Co. Boulevard. This boulevard is direct to Bergen Point, with ferry to Port Richmond, Staten Island, thence across to the south or west side of the island and ferry to the New Jersey mainland. Either of these optional routes is somewhat shorter than the main stem through Newark, but extra ferriage is required, all three being about on a par in respect to time required between New York and New Brunswick.

#### **Manhattan via Jersey City and Newark to New Brunswick.**

From uptown or middle Manhattan (Central Park west for convenience) take Eighth Ave. (asphalted) to West Twenty-third St., where turn right direct to Pennsylvania Railroad ferry. Land at Jersey City station, common meeting point also of ferries from Cortlandt and Desbrosses Sts., Manhattan, and Fulton St. ("Annex Boat"), Brooklyn. From ferry exit go straight ahead one block—sign on left, "To Boulevard." Turn left one block (on Hudson St.) to York St., right turn up York St. five blocks to Henderson St. and two blocks on Henderson St. to Mercer St. (City Hall on corner). Rounding City Hall, turn left up Mercer St. and straight ahead on same thoroughfare (name changes to

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\* This short route belongs in part to three states. For all routes to New Brunswick and Hightstown, N. J., see map opposite page 246; for routes beyond New Brunswick and Hightstown, see map, pages 259-260.

Glenwood Ave. farther on) to intersection with Hudson Co. Boulevard. Turn left into boulevard, keeping same about one mile to Newark Plank Road, which take by right turn over Hackensack and Passaic Rivers direct into Market St. (Newark), then up Market St. to crossing of Broad St., center of

8½ miles.

Newark.

All routes to Philadelphia through Newark (whichever way from New York) run into Broad St. before or at intersection of Market St. Go directly south on Broad St. short distance to Clinton Ave., where turn right and follow asphalt to Astor St., a narrow, asphalted street branching left. *Watch for this* and take diagonally left — a connecting link to Frelinghuysen Ave. (frequently called Newark Ave.). Direct on with double car tracks until Westfield Ave. branches right just before overhead railroad crossing, center of Elizabeth. Take Westfield Ave. to Cherry St. and Cherry St. to Rahway Ave., these thoroughfares making good route partly around Elizabeth and placing the tourist on direct line to points beyond.

Rahway Ave. becomes St. George's Ave., which keep *around* outskirts of Rahway (not entering this place) to crossing of main line of Pennsylvania Railroad. Route follows railroad closely for few miles, past Colonia Station, Iselin, and Menlo Park, and *straight through Metuchen on same road* (avoiding left turn to center of Metuchen). Same fine road enters New Brunswick by Albany St. after crossing Raritan River.

35-36 miles (from Central Park).

New Brunswick.

### Manhattan to New Brunswick via Staten Island.

From South Ferry, Whitehall St., New York City, take (half-hour) ferry across bay to St. George, leaving the ferry slip by left exit. Go straight out to where the way ahead is blocked by irregularity of first cross streets, where bend left and follow Shore Road through Tompkinsville and Stapleton to Clifton, all small places. Entering Clifton turn right on splendid macadam road — Vanderbilt Ave. — direct to New Dorp. Here take left turn (sign) into Amboy Road, a direct unbroken line across the center of the island, the railroad taking the same general course, with now and then a crossing.

Continue on Amboy Road through Oakwood, Giffords, Eltingville, Annadale, Huguenot, Princess Bay, Pleasant Plains, and Richmond Valley to

16 miles (from St. George).

Tottenville.

21 miles from Central Park.



NOTE. At Tottenville Village leave Amboy Road, keeping Totten St. to Bentley St. to ferry. Amboy Road ends at private dock below ferry, necessitating return and possibly losing boat, if figuring on time of leaving.

New Brunswick, where the line joins main stem (from Jersey City and Newark), is 11 miles from ferry landing, Perth Amboy, via Metuchen. Straight out from ferry house short distance taking right turn into brick-paved street leading into road to Metuchen. Pass railroad station, Metuchen, and short distance *beyond* turn left into fine main highway, 5 miles, same as above to

32-33 miles from Central Park.

New Brunswick.

### Manhattan via Hudson Co. Boulevard and Staten Island to New Brunswick.

From uptown or middle Manhattan (Central Park west for convenience) take Eighth Ave. (asphalted) to West Forty-second St. and turn right to West Shore railroad ferry. From ferry landing, Weehawken, curve up hillside road to top, cross boulevard by the street at top of grade through which cars run (or the one next parallel, southward). Cross all intervening streets out to Hudson County Boulevard — on the edge of the high cliffs looking over the marshes westward. Turn left on boulevard, fine macadam, no car lines, and follow 11 miles direct to ferry at Bergen Point.

13 miles from Central Park.

Cross ferry over Kill von Kull to Port Richmond, Staten Island, turning up Richmond Ave. to Morning Star Road, where turn left on that road straight to bridge over Fresh Kills Creek. Then turn right to the road skirting the east coast of Staten Island to Tottenville, to Perth Amboy ferry, Metuchen, and New Brunswick (full details already given). No material difference in distance as compared with other routes over same territory.

SPECIAL NOTE. *Factory No. 3 of the Hartford Rubber Works Company is bounded by Albany, Peace, Washington, and Neilson Sts., convenient to all routes through New Brunswick, N. J. The only bridge across the Raritan River is at Albany St., and all through road traffic must take this route. Factory entrance on Washington St., to reach which cars coming from New York, after crossing Albany St. bridge, turn right into Peace St., thence left into Washington St. Cars coming from Trenton, either via Cranbury Turnpike or via Princeton, keep down Albany St., turning into Neilson St., thence into Washington St. See cut of Factory No. 3 and diagram of local routes reaching same, opposite page 7.*

## **New Brunswick to Trenton via Hightstown.**

All routes from New York to New Brunswick come into Albany St., crossing the Raritan River by the Albany St. bridge. Leaving for Trenton and Philadelphia via Hightstown keep Albany St. to center of city, turning into George St., on the left; thence into Commercial Ave. and left bend through George's Road to the Cranbury Turnpike. This often narrow and sometimes crooked road is all macadam and it has been for several years the best route between New Brunswick and Trenton. It passes Red Lion and Black Horse taverns and near but not through Deans, direct to Cranbury and Hightstown. Go nearly through Hightstown where road forks. Take right fork, soon coming along railroad tracks, which keep to Windsor. Turn right near Windsor station, cross tracks, and straight two miles to Edinburg, left bend straightaway to Mercerville, where take left fork to outskirts of Trenton. Where Fair Grounds come in sight (on right) turn right into Greenwood Ave., fine asphalt through residence district to Pennsylvania Railroad station, where (unless making through run without stopping) turn right for business center of

**67-68 miles from Central Park.**

**Trenton.**

## **New Brunswick to Trenton via Princeton.**

This line is essential to a trip from New York, Newark, etc., to Princeton, and has always been used as an alternative route over the middle part of the New York-Philadelphia tour. It is the route followed by coaching parties passing through New Brunswick to Trenton and Philadelphia, and is being macadamized, with a prospect of early completion. As soon as the new road is in condition it is expected that practically all of the through travel between New York and Philadelphia will be over the Princeton road. Directions: Continue straight along Albany St., New Brunswick, under Pennsylvania Railroad tracks, bending left into French St., out past St. Peter's Cemetery, and through Five Mile Run, Franklin Park, and Kingston, thence across Millstone River to

**51-52 miles from Central Park.**

**Princeton.**

Out past university grounds into Lawrenceville Road to Lawrenceville and on to Trenton, entering by Brunswick Ave. to Soldiers' Monument, an important landmark. This route takes the tourist through the center of Trenton, which the previous one does not *directly*, though there are numerous connections from Greenwood Ave.

## Trenton to Philadelphia, Direct Line.

Take Warren St. from Soldiers' Monument to intersection with Bridge St. and turn right to toll bridge across Delaware River to Morrisville (Pa.). Or, if not entering center of Trenton, keep Greenwood Ave. to left turn to Center St. to Bridge St. On to and alongside Morrisville station, Pennsylvania Railroad, and at four corners beyond turn left, crossing tracks into Bristol turnpike. Go under new railroad viaduct and on to Tullytown, road soon coming near Delaware River, keeping near same to

78-79 miles from Central Park.

Bristol.

10½ miles from Trenton.

Where road through Bristol comes opposite Burlington (N. J.), ferry, turn right to business district, taking first left after another railroad crossing. This gives through route to Eddington station, Pennsylvania Railroad, Andalusia, Holmesburg, and Torresdale direct into Frankford Ave., the main thoroughfare in

Frankford, Pa.

Beyond Frankford actual entry into Philadelphia begins. There are numerous options, but most direct and chiefly used is ahead on Frankford Ave. across street car tracks, nearly straight, into Kensington Ave. Keep Kensington Ave. considerable distance, mean time passing under New York Division Pennsylvania Railroad and later over tracks P. & R. Railroad, Richmond Branch. After this last crossing turn right into Lehigh Ave., which keep 14 "squares" into North Broad St. Turn left on North Broad St. (fine asphalt) to Public Buildings, center of city,

98-100 miles.

Philadelphia.

*Special Note. The Philadelphia branch office of the Hartford Rubber Works Co., 138 North Tenth St., is easily reached from any of the principal thoroughfares across the city. From the Public Buildings, central point for all routes, go north on North Broad St., to right turn (East) on Arch St., to left turn on Tenth St., to the branch. Returning to the Public Buildings, reverse these directions; or, if outbound by North Broad St., turn left from Tenth St. to Race St. to right turn into North Broad St. Tenth St. crosses Market St. (East and West from Public Buildings), and the branch is also easily reached that way. The entire district named is within a radius of five blocks from the Public Buildings.*

## Trenton to Philadelphia via Camden.

This route affords change from direct and usual way through Bristol; it is on the opposite side of the Delaware River and



passes through historic Bordentown. It makes possible a trip from Trenton or north thereof to Camden and Atlantic City without passing through Philadelphia. If, however, stop at Philadelphia should be desired there is good direct ferry service from Camden.

From any point on Greenwood Ave. (entrance to Trenton from New York and intermediate points) take Greenwood Ave. past Pennsylvania Railroad station to intersection of South Broad St. (the latter direct connection also to and from center of city). Keep South Broad St. past Roebling Works and out with trolley to White Horse, where turn right, way plain, to Main St., Bordentown. Thence to Camden (Delaware River line) as follows:

Continue straight ahead out Main St., Bordentown (where trolley turns right), direct to Columbus. Turn right at hotel, Columbus, and direct to Burlington, crossing Main St., one-eighth of a mile beyond which bear diagonally left across railroad tracks, one-quarter mile beyond (where trolley turns) keep left and on and over Burlington-Camden Pike to Cooperstown. Same pike is direct to Bridgeboro and enters (by Westfield Ave. and Market St. to Pennsylvania Railroad ferry),

39 miles from Trenton.

Camden, N. J.

106-107 miles from Central Park, N. Y.

## PHILADELPHIA, PA., TO NEW YORK CITY.

### Reverse of the Principal Through Route via Trenton and New Brunswick, N. J.

No trouble will be experienced in reversing the complete running directions given in the New York-Philadelphia routes except, perhaps on the way out of Philadelphia and through the intermediate cities, the detail of which follows. Traveling through large places the motorist will find that frequently the entire aspect changes with a change of direction.

Especially is this true of the present run, which is practically city and suburban riding from beginning to end. Both exits from Philadelphia are across the vast eastern portion of the city, where exact directions are often necessary in finding the way. Of the two exits given, the first would be the one to follow in bad weather, and the second is to be preferred when the roads are dry.

### To Frankford via Lehigh Avenue.

From the Public Buildings, go north on Broad St. about three miles (asphalt most of the way), to Lehigh Ave. Here — the first street after crossing the Huntington Station of the

Philadelphia and Reading railroad — turn squarely right, then go straight for about a mile and a half, when the road seems to end abruptly. However, by turning first right, and then bending to the left, one is in Kensington Ave., passing on the right (just before leaving Lehigh Ave.), the fine, large building of the Episcopal Hospital.

Once in Kensington Ave., cross the Richmond branch of the Philadelphia and Reading railroad, then straight for about a mile, and under the New York Division of the Pennsylvania railroad. From this point there is a fair view of Frankford, and one has only to proceed up a small hill to be in the town proper. The single drawback to this route is the fact that the going is over stone pavement after leaving Broad St. It is very simple, however, over practically only two thoroughfares.

### **To Frankford via Nicetown Lane.**

North Broad St. as before to Lehigh Ave., which keep until Second St. is reached (after about 12 squares). Turn left up Second St., cross the Richmond branch of the Philadelphia and Reading railroad, and shortly afterward go over the New York Division of the Pennsylvania railroad. After a bit of rough riding, one comes alongside the new Cathedral Cemetery. Nicetown Lane — smooth, hard, and white — leads off to the right, though little of it can be seen at first on account of its many windings. The signs are old and dim, but one will easily know the road. It is level and good to Harrowgate Lane. A turn here would eventually bring to Frankford, but straight away is better. About a quarter mile on is the Powbermal Road, leading to the left and down a short hill. This is likewise a possible route to Frankford — more picturesque, but longer and not as good going. Shortly afterward, Nicetown Lane leads up to the summit of a small hill, from which there is a good view of Frankford. Go down this hill, making two bends in so doing, and at the foot come into Kensington Ave., which enter by a turn left. Go over Frankford Creek and a small hill into Frankford Ave., leading to the center of the suburban city, two or three squares away.

### **Frankford-Trenton Main Line.**

Keep straight on Frankford Ave. into through road via Torresdale, Holmesburg, Andalusia, and Eddington Station (Penn. R. R.), turning right to cross railroad into Bristol. Bear left to and through business center of Bristol, and out along the Delaware River to Tullytown.

Thence over the Bristol Pike on to overhead railroad cross-

ing and left turn to and past Morrisville (Pa.), station. Immediately beyond station cross toll bridge over Delaware River into Bridge St.; out Bridge St. to left bend into Warren St., which follow to Soldiers' Monument, center of

**30-33 miles from Philadelphia.**

**Trenton.**

### **Trenton to New Brunswick via Princeton.**

This line is essential to a trip from Philadelphia and intermediate points to Princeton, and has always been used as an alternative route over the middle part of the Philadelphia-New York tour. As soon as the new road — now being macadamized — is in condition it is expected that practically all of the through travel will be over the Princeton road. Directions: From Soldiers' Monument take Brunswick Ave. into the Lawrenceville Road, a fine macadam highway through Lawrenceville, past University grounds into Princeton.

Direct through Princeton, crossing the Millstone River; thence via Kingston and Franklin Park. On past St. Peter's Cemetery into French St., bearing right to go under Penn. R. R. into Albany St., principal thoroughfare of

**62-65 miles from Philadelphia.**

**New Brunswick.\***

### **Trenton to New Brunswick via Cranbury Turnpike.**

This often narrow and sometimes crooked road is all macadam, and it has been for several years the best route between Trenton and New Brunswick. It will remain an important optional route after the completion of the macadam road via Princeton sends more of the travel that way, especially as it is identical with the Trenton-Lakewood-Asbury Park run as far as Hightstown.

On the through run from Philadelphia to New Brunswick this way time will be saved by not going into the center of Trenton at all. Instead keep on from Bridge St. (from bridge across Delaware River) into Broad St. and almost at once into Greenwood Ave., which keep out past Fair Grounds, near city line. Bend right and out to suburb of Mercerville, left to Edinburg and right to Windsor; here cross tracks just below station and turn sharp left, keeping alongside railroad to

**14 miles from Trenton.**

**Hightstown.**

Direct through Hightstown and Cranbury — one complete highway, impossible to mistake — into George's Road, which

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\* For local riding directions to factory No. 3 of the Hartford Rubber Works Co., see "Special Note," page 239.



shortly bears left into Commercial Ave. Take Commercial Ave. direct to intersection with George St.; square left on George St. to Albany St.; turn square right on Albany St., principal thoroughfare of

**30 miles from Trenton.**

**New Brunswick.**

### **New Brunswick to New York via Staten Island.**

Keep Albany St. north across bridge over Raritan River. At fork half mile beyond, keep left, thence straight ahead to Metuchen. Turn right near center of town and under railroad tracks near station, on to Perth Amboy. Bear right on asphalt to fork, turning left to ferry, crossing to Tottenville.

Straight up from ferry to end of street, turning left into Amboy Road, through several small places to New Dorp. Bear right into Richmond Road, on into Vanderbilt Ave. (here trolley turns left). Turn right into Vanderbilt Ave. and follow to Clifton, turning left on South Shore Road, through Stapleton and Tompkinsville to ferry (St. George), to foot of Whitehall St. (South Ferry),

**98-100 miles from Philadelphia.**

**New York.**

### **New Brunswick to New York via Newark.**

Same as above to Metuchen, but instead of turning right to center of town (railroad station, etc.), *keep straight on*, past Menlo Park, Iselin, and Colonia Station. Nearing Rahway, just beyond Colonia Station, cross railroad, but instead of going down into town (seen ahead to right), keep left on George's Ave. direct into Rahway Ave., going around Rahway.

Keep Rahway Ave. until near Elizabeth; then, to avoid some stone pavement, bear left into Cherry St., which keep to right turn into Westfield Ave. On Westfield Ave. to intersection with Elizabeth-Newark trolleys; follow them on to Frelinghuysen or Newark Ave., nearly into Newark.

Watch for Astor St., a short, asphalted connecting link from Frelinghuysen Ave., into Clinton Ave. Turn right on Clinton Ave. to Broad St., bearing left on Broad St. to Market St., principal four corners of

**90-93 miles from Philadelphia.**

**Newark.**

Most direct route from Newark to New York is Broad St. into Market St., into the Newark Plank Road to Hudson County Boulevard. Left turn on boulevard to right turn into Glenwood Ave. into Mercer St., around city hall (Jersey City); thence by

Henderson, York, Hudson, and Exchange Sts., to Pennsylvania railroad ferries, to West Twenty-third St., Cortlandt St., or Desbrosses St.,

98-100 miles from Philadelphia.

New York.

Annex boat runs direct from Penn. R. R. station, Jersey City, to foot Fulton St., Brooklyn — useful in through trips to Brooklyn and Long Island points.

## NEW JERSEY COAST ROUTES.

### Trips to and from Long Branch, Asbury Park, Point Pleasant and Intermediate Resorts.

The most direct way to the New Jersey Coast is across Staten Island, but the lack of a highway bridge over the Raritan River from Perth Amboy to South Amboy, N. J., interferes with the natural advantage of it. With a suitable means of crossing at this point, an easy ferry transfer would connect the lower end of Staten Island with the shore line immediately below, and materially shorten present schedules. But this lack — amounting in itself to not more than two miles of distance — sends a motor car out of its way at least 24 miles from Perth Amboy to New Brunswick and return on the opposite side of the Raritan River. A bridge to serve this purpose has been projected, and a great deal of work done, but it is not yet available for use.

In consequence many cars bound for Long Branch, Asbury Park, Lakewood, etc., continue to go from New York and the Metropolitan District by way of Jersey City and New Brunswick. While this condition remains (which must be for some time to come), these two widely different routes may be considered as about equal in time and distance. In addition, all the optional runs as far as New Brunswick, given in the New York-Philadelphia routes, may apply to Jersey Coast trips.

### Manhattan to New Brunswick via Staten Island.\*

From South Ferry take boat across bay to St. George, leaving ferry slip by left exit. Bend left and follow Shore Road through Tompkinsville and Stapleton to Clifton. Entering Clifton turn right on Vanderbilt Ave., direct to New Dorp; here take left turn (sign) into Amboy Road, a direct line across the center of the island. Continue on Amboy Road through Oak-

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\* Condensed; for full detail see page 234.



Northeastern New Jersey, showing principal routes to and from New York City; also main routes to the upper Jersey Coast resorts.



wood, Giffords, Eltingville, Annadale, Huguenot, Princess Bay, Pleasant Plains, and Richmond Valley to

16 miles (from St. George).

Tottenville.

At Tottenville Village leave the Amboy Road and keep Totten St. to Bentley St. to ferry.

Straight out from ferry-house short distance, taking right turn into brick-paved street leading into road to Metuchen. Pass railroad station, Metuchen, and short distance *beyond* turn left into fine main highway, five miles to bridge over Raritan River, into Albany St.,

32-33 miles from Central Park.

New Brunswick.

**Hudson Co. Boulevard and Staten Island to New Brunswick.**

West Forty-second St. to West Shore railroad ferry, landing at Weehawken, N. J. Curve up hillside road to top, cross boulevard by street at top of grade through which cars run (or the one next parallel, southward). Cross all intervening streets to Hudson County Boulevard; turn left on boulevard, and follow 11 miles direct to ferry at Bergen Point.

Cross ferry over Kill von Kull to Port Richmond, Staten Island, turning up Richmond Ave. to Morning Star Road, where turn left on that road straight to bridge over Fresh Kills Creek. Then turn right to the road skirting the east coast of Staten Island to Tottenville, to Perth Amboy ferry, Metuchen, and New Brunswick as already given.

NOTE. Tourists starting from downtown Manhattan wishing to take this route, may follow directions given below to Newark as far as Hudson County Boulevard, *keeping boulevard direct south* to Bergen Point ferry.

**Manhattan via Jersey City and Newark to New Brunswick.**

Take West Twenty-third St., Cortlandt St. or Desbrosses St. ferries, Pennsylvania railroad, from Manhattan, or "Annex Boat" from foot Fulton St., Brooklyn, to Jersey City Station. From ferry exit go straight ahead one block — sign on left, "To Boulevard." Turn left one block (on Hudson St.) to York St., right turn up York St. five blocks to Henderson St. and two blocks on Henderson St. to Mercer St. (City Hall on corner). Rounding City Hall, turn left up Mercer St. and straight ahead on same thoroughfare (name changes to Glenwood Ave. farther on) to intersection with Hudson Co. Boulevard. Turn left into boulevard, keeping same about one mile to Newark Plank Road,

which take by right turn over Hackensack and Passaic Rivers direct into Market St. (Newark), then up Market St. to crossing of Broad St., center of

8½ miles.

Newark.

Go directly south on Broad St. to Clinton Ave., where turn right and follow asphalt to Astor St., a narrow, asphalted street branching left. *Watch for this* and take diagonally left—a connecting link to Frelinghuysen or Newark Ave. On with double car tracks until Westfield Ave. branches right just before overhead railroad crossing, Elizabeth. Take Westfield Ave. to Cherry St., to Rahway Ave., which shortly becomes St. George's Ave. Keep same *around* outskirts of Rahway to crossing of main line of Pennsylvania railroad. Route follows railroad closely for few miles past Colonia Station, Iselin, and Menlo Park, and *straight through Metuchen on same road*, to

35-36 miles from Central Park.

New Brunswick.

## NEW BRUNSWICK, N. J., TO POINT PLEASANT, N. J.

### Via Long Branch and Asbury Park.

An important "Hub" of both through and local routes, New Brunswick will present no difficulty to the locally unacquainted tourist. Albany St. is not only the principal thoroughfare, but it is the key to all routes in and out of the city.

Branching left from Albany St., just after crossing the Raritan River inbound from New York—or right just before coming to the river after passing through the center of the city toward New York—is Burnet St. This is the local beginning of the route from New Brunswick to the near-by coast resorts, and beyond them to many interior and Southern Shore points.

From Albany St. Burnet St. is entered either through Peace or Little Burnet St.; the latter, however, is the better of the two. See small map opposite page 7 for these two approaches into Burnet St.; then follow the Raritan River and Canal for a distance, and straight out on the way to

8 miles.

Old Bridge.

NOTE. One coming into New Brunswick from points on the Cranbury Turnpike and not caring to go down town will find a short-cut to be George's Road to right bend into Commercial Ave., *straight across George St.* to intersection with Burnet St., which take by right turn. For this short cut also see small map opposite page 7.

Take left-hand fork beyond bridge to Mattawan; and after passing railroad station, another left fork into Main St., Keyport. Turn right through Middletown and Fairview, thence across Shrewsbury River to Broad St., Red Bank. Turn right on Broad St. and direct through Shrewsbury to Eatontown. Turn left into Broadway through Elkwood Park and past Monmouth Race Track, still with Broadway to Norwood Ave.,

37 miles from New Brunswick.

Long Branch.

Turn right on Norwood Ave., and on through West End, Hollywood, Elberon, Deal, and Allenhurst, to bridge over Deal Lake. Cross bridge and three blocks beyond turn right into Main St.,

44 miles from New Brunswick.

Asbury Park.

Continue straight ahead on Main St. and cross Shark River Inlet into Belmar, straight ahead to Lake Como. Take bridge to left across lake to Ocean Ave. and follow shore past Spring Lake to Sea Girt. Turn right across railroad to Manasquan Turnpike; then left turn through Manasquan and Brielle, on Union Ave. to long bridge over Manasquan River; thence straight ahead to

54 miles from New Brunswick.

Point Pleasant.

85-86 miles from New York.

Atlantic City is 81 miles below Point Pleasant via Lakewood, Toms River, Barnegat, Tuckerton, Port Republic, Smithville, Absecon, and Pleasantville. Full detail—reading in the opposite direction—will be found in the tour from Atlantic City to Lakewood, page 253.

## POINT PLEASANT, N. J., TO NEW BRUNSWICK, N. J.

### Reverse of Above.

This route, with the extension from New Brunswick to New York, immediately following, makes a complete itinerary for a round trip between the Metropolitan District and the principal resorts of the North Jersey seacoast, *reading in either direction*. These routes may be used separately as given, or as parts of tours to Lakewood, Barnegat, Atlantic City, and other points, with a wide range of choice both as to directions and destinations.

Leaving Point Pleasant, turn left at Hotel Richmond and cross long bridge over the Manasquan River. Take first right



to Brielle; one-eighth mile beyond turn left, and half mile further turn right into Union Ave. to Main St. (dentist's office on corner), Manasquan. Turn left on Main St. to Broad St. (Manasquan Pharmacy); turn right into Broad St., which follow for one-half mile to sign "*Ocean one mile.*" Turn right, cross tracks at Sea Girt station and take left fork, bearing around to left into Ocean Drive. Continue one mile to Spring Lake, taking left fork by shore of lake into main road, continuing same past Lake Como into Belmar. Cross bridge over Shark River Inlet, direct into

**12 miles.**

**Asbury Park.**

Leaving Asbury Park, keep North on Grand Ave., crossing bridge over Deal Lake to Allenhurst (Casino and Pharmacy). Turn right one block, then left turn into Ocean Ave., straight ahead along shore road through Deal, Elberon, and West End to

**19 miles.**

**Long Branch.**

At Lenox Hotel turn left into Broadway — asphalt — and follow through Long Branch to end of asphalt. Continue direct out past Elkwood Park to Eatontown, where turn right and keep straight ahead through Shrewsbury to Red Bank. Turn left at Sheridan Hotel and take first right one-eighth mile beyond — Riverside Ave. Cross railroad tracks, turn right and cross bridge over Navesink River, continuing on to Fairview. One and one-half miles beyond take left fork to Middletown. Just beyond town take first right fork over railroad bridge and one mile beyond take left fork. Three and one-half miles farther (at old toll-house abutting the road, and sign "*To Mattawan 4 miles*"), turn left and keep *straight ahead*, passing through Hazlet, and crossing numerous roads en route to

**39 miles.**

**Mattawan.**

Keep straight ahead past large stand-pipe to Main St. — trolley; turn left, and half mile beyond turn right (at sign "*Old Bridge — New Brunswick Road*"). At forks mile beyond keep left, and continue direct to Old Bridge. Cross bridge and take left fork across railroad tracks, thence direct to Hardenburgh's Corners. Continue straight ahead for four miles; then turn left where road straight ahead goes down sharp grade to trolley tracks; thence direct into George St. to Albany St., the central four corners of

**55 miles from Point Pleasant.**

**New Brunswick.**

NOTE. This entrance into New Brunswick is slightly different from the exit already given, but it leads to the same central portion of the city.

## NEW BRUNSWICK, N. J., TO NEW YORK CITY.

### Via Staten Island.

This is the connecting link back to New York, making the round trip itineraries complete. From the corner of George St. and Albany St., take Albany St. North to and across the bridge over the Raritan River. At fork half mile beyond, keep left, thence straight ahead to Metuchen. Turn right near center of town and under railroad tracks near station, on to Perth Amboy. Bear right on asphalt to fork, turning left to ferry, crossing to

67 miles from Point Pleasant.

Tottenville.

From this point begins the return trip across Staten Island. Keep straight up from ferry to end of street, making left turn into Amboy Road, which follow though several small places to New Dorp. Bear right into Richmond Road, on into Vanderbilt Ave. (here trolley turns left). Turn right into Vanderbilt Ave. and follow to Clifton, turning left on South Shore Road, through Stapleton and Tompkinsville to ferry, St. George, landing at foot of Whitehall St. (South Ferry),

87 miles from Point Pleasant.

New York City.

## THREE ROUTES TO LAKEWOOD, N. J.

Lakewood—in the Pines of New Jersey, about 72 miles from New York, via New Brunswick, and ten miles from the ocean—is one of the most popular resorts in the state for motorists, especially as trips may be planned to and from this point when there is little or no road travel along the coast.

### I. New Brunswick to Lakewood.

Leaving New Brunswick, take Burnet St. from Albany St., as in the case of the Long Branch tour, to Old Bridge. At hotel turn *right* to Spotswood, thence left to Jamesburg. At Jamesburg again turn left, following the road across tracks to Lower Jamesburg, thence right turn to Englishtown. Direct to Freehold, to South St., where turn right to Turkey, straight to

34 miles from New Brunswick.

Farmingdale.

Follow Main St., Farmingdale, to Lower Squankum, crossing bridge at Squankum, and taking middle fork to

42-43 miles from New Brunswick.

Lakewood.

72-73 miles from New York.

## 2. Belmar or Point Pleasant to Lakewood.

From Belmar (on New Brunswick-Point Pleasant run), take Tenth Ave. to left turn to Como. Thence right through Bailey's Corners, to Allaire, Squankum, and Lakewood, 14 miles.

From Point Pleasant, Lakewood is ten miles directly West, on one good through highway impossible to mistake — the Point Pleasant Boulevard, built to connect Lakewood with the ocean.

## 3. Atlantic City to Lakewood.

This is an important connecting link between the resorts on the South Jersey Coast and the North Jersey Coast, making possible a round trip from New York to Philadelphia and Atlantic City, thence up to Lakewood, and to the point of beginning by the road along the North Shore, or vice versa. Leaving Atlantic City, take Pacific Ave. to Florida Ave. into the turnpike direct across the lowlands just outside the city to Pleasantville. Turn right at Pleasantville to Absecon; cross bridge and take right fork to Oceanville and Smithville. Three miles beyond Smithville (just after making sharp right turn in front of small house), look out for bad ditch. Continue direct to Port Republic, crossing Mullica River to New Gretna. Turn right to Tuckerton; cross railroad and continue direct to Manahawken. At National Hotel keep left fork to

43 miles.

Barnegat.

Half mile beyond (shortly after passing large red mill on left), look out for dangerous ditches. Continue direct to Waretown, Forked River, and Bayville. At fork beyond church keep left, direct to Toms River. Direct on Main St. half mile to cemetery, where take left fork; half mile farther take right fork direct to

71 miles from Atlantic City.

Lakewood.

It is on or near this route that the five-mile track of the Atlantic Coast Motor Speedway Association is expected to be constructed in readiness for motor racing at the opening of the season of 1906. The Toms River Road from Lakewood is one of the best thoroughfares in the state; it passes through a pine forest most of the distance, and is sheltered from ocean winds. The proposed track is just below Toms River on Barnegat Bay.

The following page gives the running directions from Trenton and Philadelphia to Lakewood, useful in planning trips between these cities and the Toms River-Barnegat section.



## TRENTON, N. J., TO LAKEWOOD AND ASBURY PARK, N. J.

Leave Trenton via Greenwood Ave. (either from bridge across Delaware River, thence Bridge St. and small portion of Broad St. to Greenwood Ave., or by any one of the numerous connections from center of city), out past Fair Grounds, near city line. Bend right and out to suburb of Mercerville, left to Edinburg and right to Windsor; here cross tracks just below station and turn sharp left, keeping alongside railroad to

**14 miles from Trenton.**

**Hightstown.**

Keep through town to right turn on through turnpike — Manlapan Ave. — to Manlapan and Freehold. At South St. turn right through Turkey to Farmingdale. Follow Main St., Farmingdale, to Lower Squankum, crossing bridge at Squankum and taking middle fork to Lakewood. If en route to Asbury Park, keep same route from Trenton to Lower Squankum; but instead of crossing bridge at this point, keep direct on to Alaire, Como, and Belmar to

**52 miles from Trenton.**

**Asbury Park.**

## PHILADELPHIA, PA., TO LAKEWOOD AND ASBURY PARK, N. J.

From Public Buildings, Philadelphia (center of all local routes), take Market St. thirteen "squares" through lower business section straight to Pennsylvania railroad ferry, foot of Market St. Frequent ferry service across the Delaware River to Camden, N. J. Exit on Federal St. and straight out Federal St. and Moorestown road through Merchantville, Moorestown, Hartford, Masonville, and Hainesport to

**18 miles.**

**Mt. Holly.**

Road leaves Mt. Holly East by North, through Jobstown, New Egypt, Davisville, and Cassville to Lakewood — 54 miles from Camden. From Lakewood, Point Pleasant is ten miles directly East, on one good highway impossible to mistake — the Point Pleasant Boulevard, built to connect Lakewood with the ocean. Belmar is 14 miles from Lakewood, via Squankum, Alaire, Bailey's Corners, and Como. At Belmar, cross bridge over Shark River Inlet to

**70 miles from Philadelphia.**

**Asbury Park.**

Connections to all points on the North Jersey Coast from either Point Pleasant or Asbury Park.

## PHILADELPHIA, PA., TO ATLANTIC CITY, N. J.

### A Direct Line to the Ocean.

This is a very popular run, having close connections with the principal routes from New York, either through Philadelphia or via Trenton and Bordentown, to Camden. For the most part straight as well as level, good speed is possible from the outskirts of Camden until the final stretch into Atlantic City. In favorable weather the run from New York, or even from Hudson River and Long Island Sound points, is easily made in a day. If desirable, the tourist may even return to Philadelphia the same day without a tiresome trip. While the scenery one encounters across the Jersey state is not so alluring and beautiful as some other routes out of Philadelphia may offer, the excellent condition of the highway makes it a trip always enjoyable.

### The Way Out of Philadelphia.

From the Public Buildings, Philadelphia, (center of all local routes), take Market St. 13 "squares" through the lower business section of the city straight all the way to Pennsylvania railroad ferry, foot of Market St. Frequent ferry service across the Delaware River to Camden, N. J., with exit on Market St. Straight out Market St. (asphalt) to Seventh St. and right turn on Seventh St. to Haddon Ave., which keep to right turn into White Horse Pike (locally the Berlin Pike), by which the run to Atlantic City is practically an air line across the flatlands of southern New Jersey.

Direct on pike to Kirkwood and Berlin, where take left fork via Atco and through Waterford to sign "Hammonton 1 1/4 miles." At this sign turn right through Hammonton; but turn left before reaching railroad station and tracks, direct to Egg Harbor Road to Elwood, Egg Harbor City, Pomona, and Absecon. At bridge, Absecon, turn right to Pleasantville, and at Pleasantville turn left, taking left toll road across the meadows to

62 miles.

Atlantic City.

Enter Atlantic City by Florida Ave. to Atlantic Ave., the latter leading directly past Pennsylvania and Philadelphia and Reading railroad stations and through the business district to the beach. No difficulty will be found in keeping this road from end to end; not only is it straight most of the way, but its condition plainly shows the main road as compared with inferior branch lines. As there are no good intermediate accommodations, the whole trip should be taken as one run. "The Meadows" will soon be in good shape, as a boulevard is being constructed to take the place of the very poor road formerly used.

## Options on the Atlantic City Run.

Chestnut St., parallel with Market St. across Philadelphia, is direct to the Philadelphia and Reading ferry, landing at the foot of Kaighn's Ave., Camden, which is direct to intersection with Haddon Ave. This allows optional run from Philadelphia into the White Horse (or Berlin) Pike. The Chestnut St. route is considered a satisfactory start toward Atlantic City.

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Another option is to take South Broad St. from the Public Buildings to left turn on Spruce St., which is asphalt to Third St. — giving a better though less direct route through the city, traveling also in the same direction as the street car traffic. Turn North (left) on Third St. to Chestnut St. and right turn to Philadelphia and Reading railroad ferry; or one block farther on Third St. to Market St. and right turn to Pennsylvania railroad ferry — the former landing at Kaighn's Ave., the latter at Federal St., Camden.

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Still another option is to keep South Broad St. from the Public Buildings to South St., turning left on South St. to ferry at foot of same; thence across the Delaware River, landing at Gloucester, N. J. While this ferry runs half-hourly as against every few minutes over the other ferries, it is preferred by some because of the greater ease of getting heavy cars on and off the boats. From the ferry landing, Gloucester, take Market St. to King's Highway, thence on to intersection of same with the White Horse (or Berlin) Pike to Atlantic City.

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Ferries across the Delaware River from the foot of both Vine St. and Shackamaxon St., Philadelphia, land at the foot of State St., Camden. State St. connects with Federal St. and through Federal St. with all the routes out of Camden, including the run to Atlantic City. Again, tourists from Trenton, Bordentown, and other points to Camden direct will come finally into Federal St. or Market St. (parallel, one block apart, at Pennsylvania railroad ferry). This establishes connection with the Atlantic City run from Camden without going into Philadelphia at all.

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An optional route over the (approximately) fifteen miles between Berlin and Hammonton on the first half of the Philadelphia-Atlantic City run is via Wilton, Blue Anchor, and Winslow



to Rosedale. Going through these places, cross railroad at Rosedale and turn right to Hammonton, joining there the route already given.

## **ATLANTIC CITY TO PHILADELPHIA.**

### **Reverse of Preceding Trip.**

The return trip from Atlantic City to Philadelphia is a very simple matter — practically an air line across the flat lands of southern New Jersey. Very little attention need be paid to the route, except at the beginning and end of the trip. Ordinarily, too, good speed is possible from the outskirts of Atlantic City to the final entry into Camden or Gloucester, depending upon which ferry the tourist prefers to take across the Delaware River into Philadelphia.

Leaving Atlantic City, take Pacific Ave. to Florida Ave. into the new road direct across lowlands just outside the city to Pleasantville. Turn right at Pleasantville to Absecon; thence through Pomona, Egg Harbor City, Elwood, Hammonton, Waterford, Atco, Berlin, and Kirkwood. This is the White Horse or Berlin Pike direct to Camden, which enter by Haddon Ave. to Seventh St., to Market St. and down Market St. to Penn. R. R. ferry,

**62 miles from Atlantic City.**

**Camden, N. J.**

Frequent boat across Delaware River, landing at foot of Market St.; thence through the lower business district 13 "squares" to public buildings, center of all routes through

**One mile from Camden Ferry.**

**Philadelphia, Pa.**

An optional entry into Philadelphia, not so frequently used as the one already given, but more suitable for large, heavy cars, is from the White Horse or Berlin Pike into King's Highway, to Market St., Gloucester. Cross ferry to South St., Philadelphia, keeping South St. to S. Broad St. to public buildings, as before.

## **CONNECTING ROUTES IN SOUTHERN NEW JERSEY.**

In the triangular district bounded roughly by Camden and Gloucester (across river from Philadelphia), Atlantic City, and Cape May, are a few routes not ordinarily objects of through tours, but at times convenient in making up schedules in southern New Jersey.

From Atlantic City Cape May is reached by a run down the coast via Pleasantville, May's Landing, Tuckahoe, Seaville, and

Cape May Court House to Cape May, a distance of about 60 miles.

From Camden and Gloucester (across from Philadelphia), a line runs through Woodbury to Salem, where a boat crosses the Delaware River to and from points on the Delaware peninsula.

Between Salem and May's Landing there is a route via Bridgeton and Millville, connecting at May's Landing for both Cape May and Atlantic City. A line southward from Camden and Gloucester via Woodbury and Glassboro has direct connection to May's Landing and points reached therefrom; also connection with the Salem-Bridgeton-May's Landing line, through Vineland.

### FROM CAMDEN, N. J. — OUTBOUND.

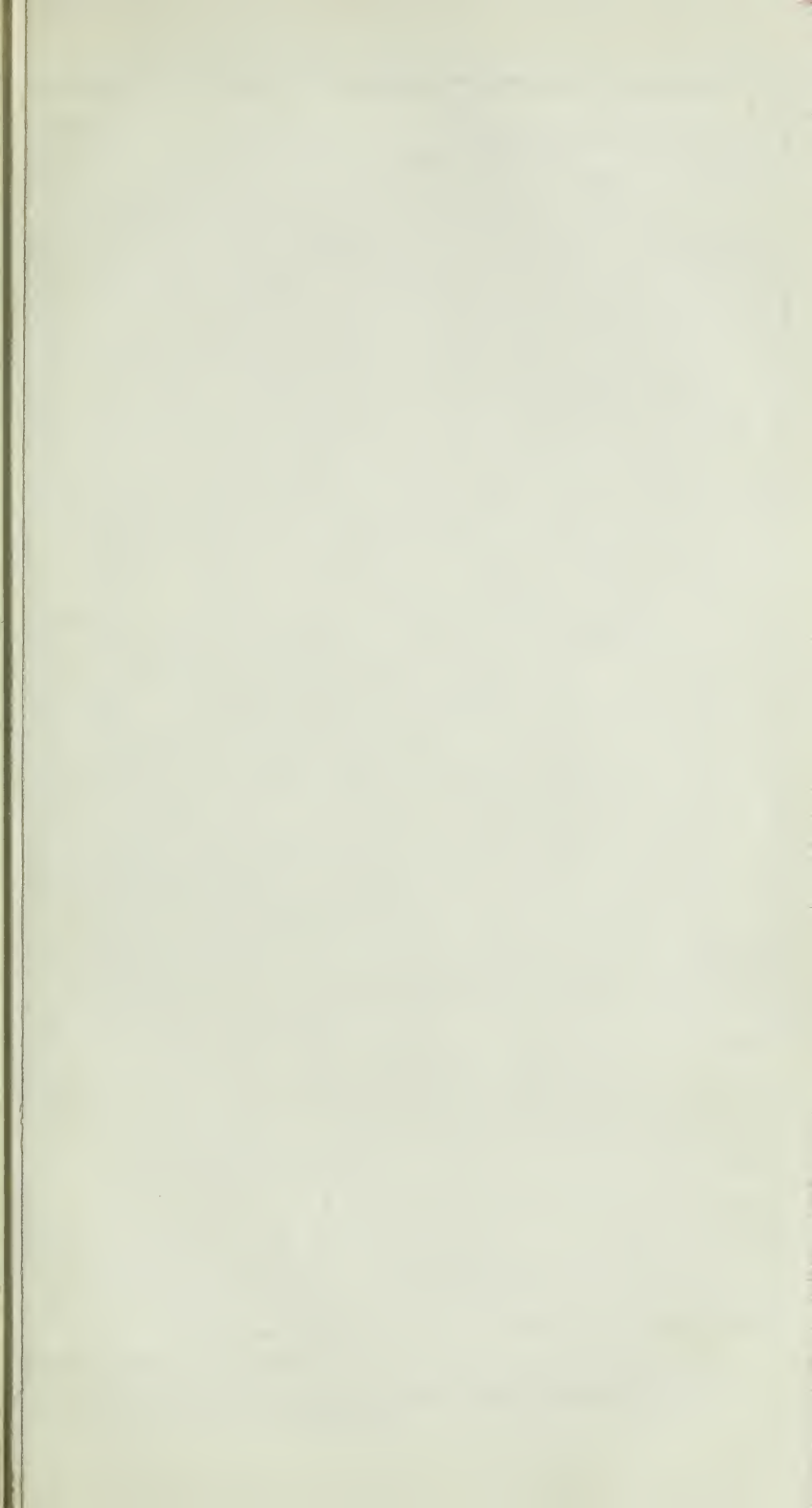
The condensed detail of the exits from the several Philadelphia-Camden ferries, and the directions taken therefrom toward the various points reached via Camden, is appended for convenient references of tourists unacquainted with that locality:

FROM WHAT FERRY (PHILADELPHIA)	TO	ROUTE
*Market St.	Riverton, Burlington, Trenton, Merchantville, Moorestown, Mt. Holly, Lakewood, Asbury Park, Long Branch, etc.	Straight out Market St. to Federal St. and out Federal
*Market St.	Atlantic City and all intermediate points	Out Market St. to 7th St. to Haddon Ave. and right turn into White Horse Pike — direct
*Chestnut St.	Atlantic City and all intermediate points	Out Kaighn's Ave. direct to White Horse Pike — direct
†South St.	Atlantic City and all intermediate points; also Salem, Bridgeton, Vineland, etc.	Market St. (Gloucester) to King's Highway, direct to White Horse Pike
‡Vine St. or Shackamaxon St.	Riverton, Burlington, Bordentown, Trenton, etc.	Straight out State St. to Federal St., to Westfield Ave. to Cove Road. Turn left $\frac{1}{4}$ -mile to River Road; thence right, direct to Burlington
‡Vine St. or Shackamaxon St.	Mechantville, Moorestown, Mt. Holly, etc.	Out State St. to Federal St. and straight out Federal

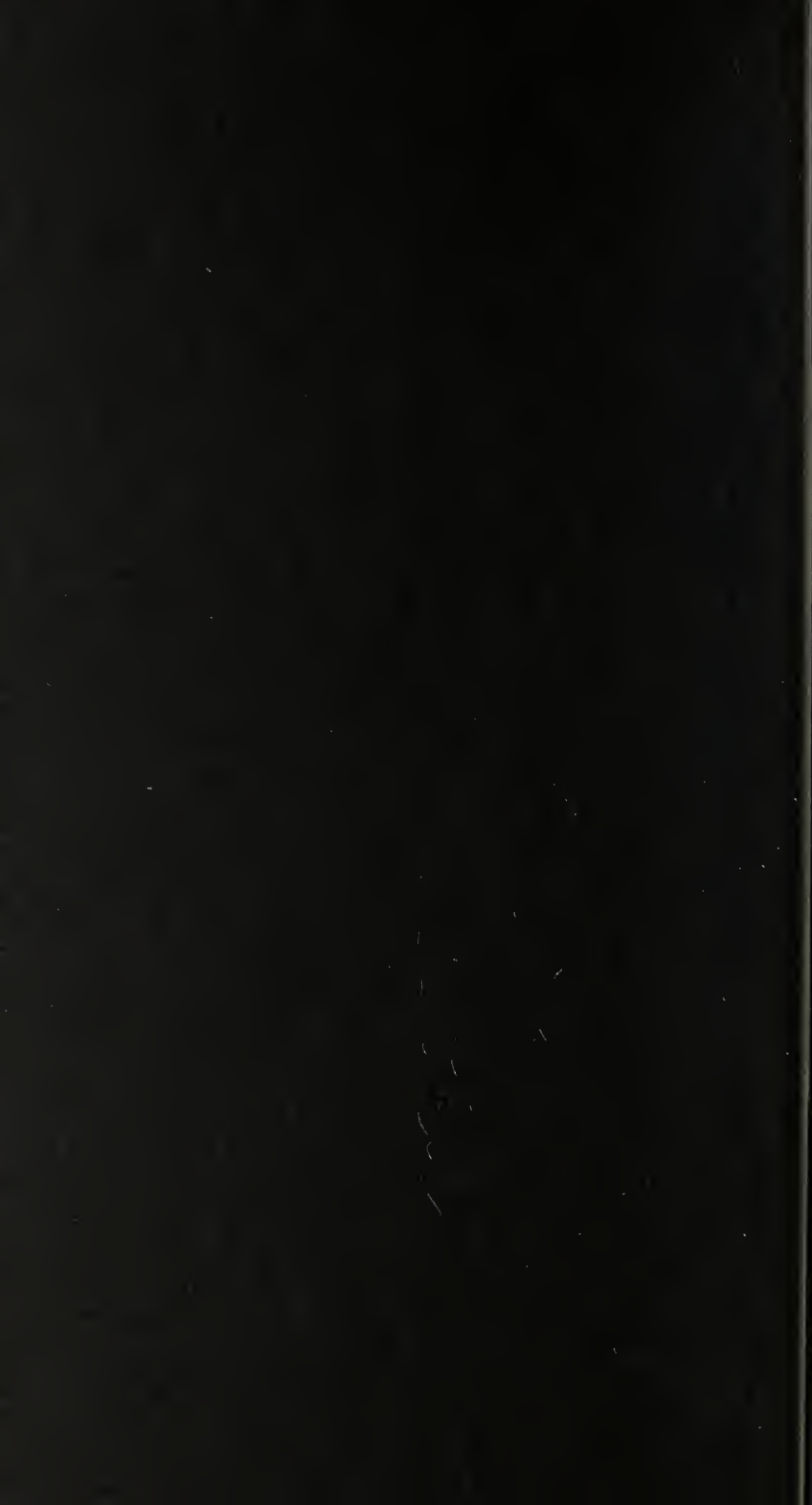
\* Most used by motorists making trips through Philadelphia to New Jersey points via Camden.

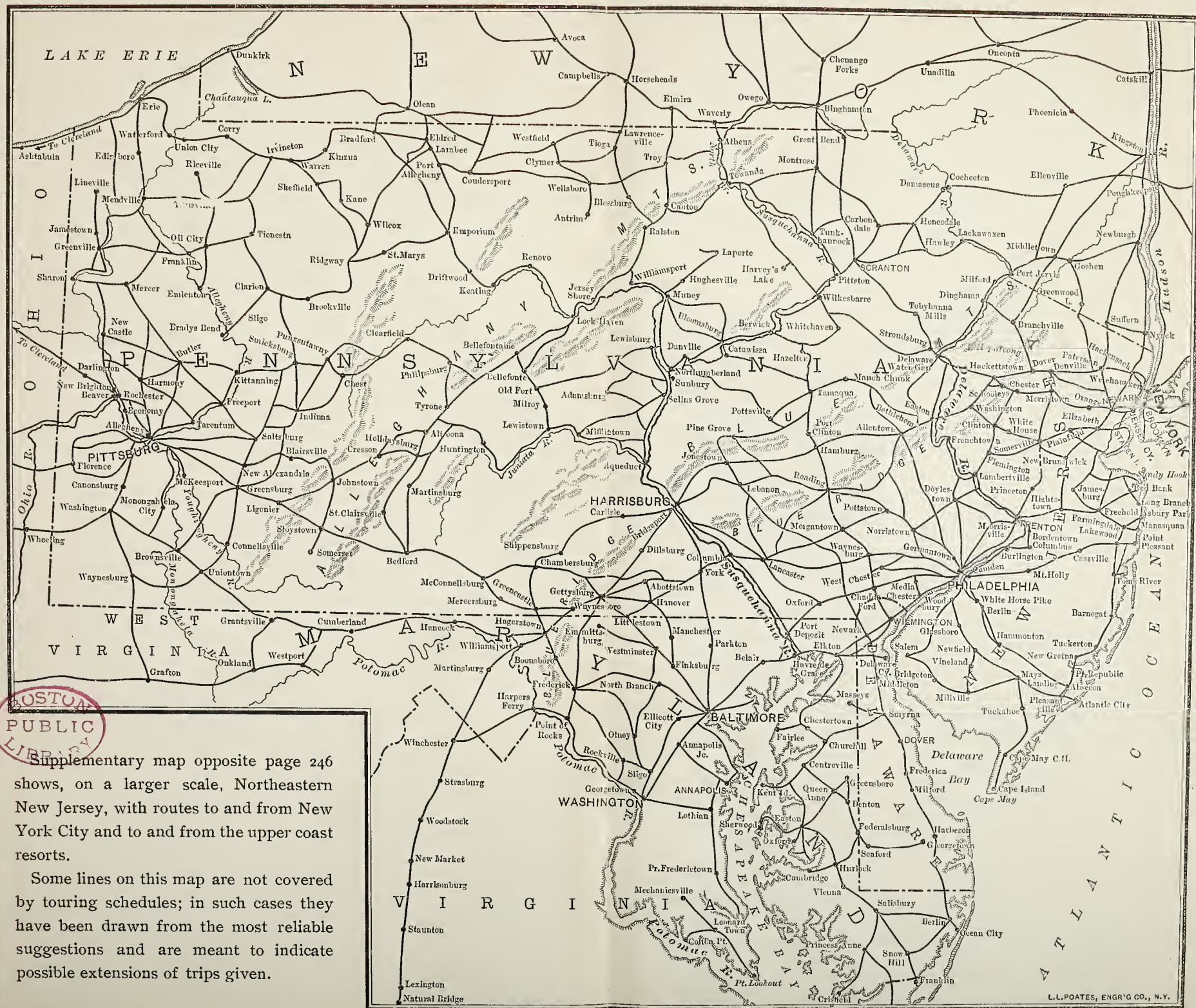
† Easiest ferry for heavy cars; less direct route through Philadelphia.

‡ Convenient locally for certain sections of both Philadelphia and Camden, but less frequent service and little used for through trips.













## NEW YORK CITY TO MORRISTOWN, N. J.

### First Stage of the Tour Across Northern New Jersey and Beginning of the Usual Route to Delaware Water Gap and Easton, Pa.

The Metropolitan District is connected with northern and central New Jersey by a network of routes, forming a part of the extensive and intricate road system of the state. From New York to almost every important point in the territory, there are optional lines for road travel, affording a generous variety to the locally acquainted tourist, while frequently puzzling to the stranger. It is not a difficult section to master, though necessarily encumbered with much detail at the beginning.

In order to give full and complete itineraries on the first stage and yet to free the larger tours into and across New Jersey from as much of this initial detail as possible, the various routes through Morristown are carried separately to that point. *Considered alone, this makes possible a fine series of short round trips from New York and vicinity, capable of almost endless variety by different combinations of the out-and-home lines.* Those traveling beyond Morristown have only to select the desired route to that point and, for the time overlooking the rest, consider it as the first part of the longer trip through Morristown.

#### (1) Via Jersey City, Newark, and Irvington.

The most used route is direct to Jersey City by one of the Pennsylvania railroad ferries (Twenty-third, Cortland, or Desbrosses Street from Manhattan, or "Annex Boat" from foot of Fulton St., Brooklyn). From ferry exit, Jersey City, go straight ahead one block — sign on left, "To Boulevard." Turn left one block (on Hudson St.) to York St., right turn up York St. five blocks to Henderson St. and two blocks on Henderson St. to Mercer St. and City Hall. Rounding City Hall, turn left up Mercer St. and straight ahead on same thoroughfare (name changes to Glenwood Ave. farther on), to intersection with Hudson Co. Boulevard. Turn left into Boulevard about one mile to Newark Plank Road, which take by right turn over Hackensack and Passaic Rivers direct into Market St. (Newark), then up Market St. to crossing of Broad St., center of

8½ miles.

Newark.

Go directly South on Broad St. to Clinton Ave., where turn right, alongside small park, soon passing Astor St. (on left), where the route to Trenton and Philadelphia turns off. *Keep on Clinton Ave.*, through Irvington and Milburn to the intersection

of the Morris Turnpike one mile beyond Springfield. Turn right into this turnpike, go under railroad and uphill direct through Chatham and Madison past Morris Co. Golf Club to

27½ miles.

Morristown.

NOTE. Above is shortest and most direct line between New York and Morristown. For Summit, N. J., turn *left* at fork one mile beyond Springfield and keep Morris Ave. *through* Summit. At fork beyond turn right to Chatham, then left on Morris Ave., and as above to Madison and Morristown. This detour adds slightly to the distance, and leads past the Baltusrol Golf Club Grounds (sign just before Summit).

### (2) Via Jersey City, Newark, and "The Oranges."

Identical with above from New York to Jersey City and out to the Hudson Co. Boulevard. Turn right on the Boulevard and soon left to Harrison Turnpike, which keep, with trolleys, over the meadows through Harrison, across Hackensack River into Bridge St., short cut to Broad St., Newark. Left turn into Broad St., and at once alongside Washington Park. One block beyond park make right turn into Central Ave.

Straight ahead on Central Ave., through East Orange, turning left at Harrison St. (Brick Church Station). Pass Orphan Asylum and on to end of street, turning right into South Orange Ave., to South Orange. Without crossing Delaware, Lackawanna & Western railroad, turn right on Valley St. to Springfield, where the above route applies to Morristown, either direct on the Morris Turnpike or via Summit. Distance Manhattan Island to Morristown via Orange, 30 miles.

NOTE. Newark Plank Road and Harrison Turnpike both cross the "Meadows" en route from Jersey City, coming into Broad St., Newark, some distance apart. The former is used in the itinerary to Morristown via Newark and Irvington, the latter to Morristown via Newark and Oranges. They are interchangeable at will, however, the difference being merely a short ride on Broad St., Newark.

### (3) Via Staten Island.

Wishing to avoid the roads across the Meadows en route to Newark, or for added variety of round trips, the first part of this run may easily be made via Staten Island. From any point with easy connection to the Hudson Co. Boulevard (especially Jersey City and Weehawken), take that Boulevard to its terminus at Bergen Point, thence ferry (every 20 minutes) to Port Richmond, Staten Island. Turn right at Port Richmond and follow North

Shore Road direct to Elizabethport ferry. Landing at Elizabethport, go straight ahead with trolley, to Morris Ave., thence out through Elizabeth and on to Springfield. One mile beyond Springfield right fork is Morris Turnpike direct to Chatham, Madison, and Morristown; left fork direct to Morristown via Summit. Distance about 30 miles.

NOTE. To connect with above from South Ferry, Whitehall St., New York, take ferry to St. George, Staten Island, and right turn from ferry into North Shore Road to Port Richmond, beyond which above directions apply to Morristown without material change in distance.

## MORRISTOWN TO NEW YORK.

### A Reverse Trip via Denville.

All routes given are easily reversed over the short distances involved, making "circuit trips" — going one way, returning another — always a pleasant feature. An original return might be made from Morristown via Speedwell Ave. to Morris Plains, Mt. Taber, and Denville. At hotel, Denville, turn right and on through Fox Hill, Parsippany, and Pine Brook to Bloomfield Ave., Caldwell. Bloomfield Ave. is direct through Montclair and Bloomfield to Broad St., Newark.

Enter Broad St. diagonally and keep it a few irregular blocks to head of Bridge St., opposite Washington Park. Here turn sharp left for Harrison Turnpike to Hudson Co. Boulevard and Jersey City or Weehawken; or else continue on Broad St. to Market St., in center of Newark, turning left on Market St. to Plank Road into Hudson Co. Boulevard, and as before.

With the exception of those across the meadows the roads used between New York and Morristown are for the most part in fine condition, making very pleasant trips in good weather.

## MORRISTOWN, N. J., TO DELAWARE WATER GAP, PA.

Resuming the run westward across New Jersey — regardless of the route taken to Morristown — turn from either side of small park (hotels near by), into Washington St. Just beyond Courthouse on left (church on right), Washington St. bends left, then straight ahead to prominent fork. Take left fork — Mendham St., later Mendham Road — to Mendham and Chester. Cross railroad when entering, also when leaving Chester, and on to German Valley, where turn right over High Bridge branch Jersey Central railroad. Thence a northerly course, up grade



through Schooley's Mountain and across the Musconetcong River to

25 miles.

Hackettstown.

Hackettstown is an important point for road travel across Northwestern New Jersey, with two separate through lines to the Delaware River — one to Delaware Water Gap, and the other to Phillipsburg and Easton.

### Hackettstown to Delaware Water Gap

Keep on (right-hand road) through Hackettstown, crossing Delaware, Lackawanna & Western railroad and old Morris canal. Through road crosses two small streams, then the Pequest River and the Lehigh & Hudson railroad into Danville. Keep left through Danville and the river road to Townsbury and Butzville. Still left through Butzville to Bridgeville, thence across irregular bit of country between the gradually nearing tracks of the Delaware, Lackawanna & Western and Pennsylvania railroads (Belvidere Division). At top of grade, cross creek, *turn right*, the road passing under Pennsylvania railroad branch, past Manunka Chunk (river on left, both railroads on right). Keep along river road through Rameysburg to Delaware (N. J.), where cross river by ferry to Pennsylvania side and up through Portland to

50 miles from Morristown.

Delaware Water Gap.

80 miles from New York.

### DELAWARE WATER GAP, PA., TO SCRANTON, PA., VIA STROUDSBURG AND GOULDSBORO.

Though not so frequently used in one complete series as the routes across New York State, it is possible to make a through trip from New York City across northern New Jersey, up through northeastern Pennsylvania, to either Binghamton, or Waverly, N. Y., joining at either place the routes to and from Buffalo via the "Southern Tier." From Philadelphia, Reading, Easton, and other eastern Pennsylvania points there are fairly good connections to either Delaware Water Gap, or Stroudsburg, a larger place four miles above. All this gives additional importance to the essential line across northeastern Pennsylvania, by means of which access is had into New York State, and fairly direct tours between Philadelphia, Reading, Easton, etc., made possible.

The routes from New York City to Morristown, Hackettstown, and Delaware Water Gap — a total of only about 80 miles

—are easily covered. Stroudsburg is four miles above the Water Gap, via Experiment Mills (short cut via Fox Hill not recommended); and at this point the connecting routes from eastern Pennsylvania points finally merge. The 52 or 53 miles from Stroudsburg to Scranton is one rough stretch of country, not difficult as regards directions, since it is the main road, uphill over the summit of Mt. Pocono, through Tobyhanna, Gouldsboro, and Moscow, entering (by Lackawanna Ave. to Washington Ave.),

56 miles from Water Gap.

Scranton.

136-140 miles from New York.

### SCRANTON, PA., TO BINGHAMTON, N. Y.

Leave Scranton via Washington Ave. and go direct out, following to end of pavement (two miles), where turn left and then bear to right down grade and soon along brick pavement to bridge and cross railroad and up grade into Providence. Direct through, crossing Main St., and on right side of railroad for three miles to schoolhouse, where road forks three ways. Take the middle fork direct to Clark's Green. Keep center road through and direct to Waverly. Straight through (do not take right fork leaving), and direct to Fleetville (five miles); two miles farther cross creek and turn left, soon cross another bridge into

18 miles.

Glenwood.

Turn right and through Glenwood, take first left, direct road for six miles to the left of Loomis Lake and direct into Harford. Through and up steep hill pass Fair Grounds, and when five miles out turn left down long hill and straight to New Milford. Through and direct through Hallstead (six miles), cross river bridge to

43 miles.

Great Bend.

Straight through Kirkwood, and enter via Court St. to center of city

58 miles.

Binghamton.

### BINGHAMTON TO SCRANTON.

(Reversing Above.)

Go four miles out Court St. and, after crossing bridge, continue straight ahead (take no left fork) to Kirkwood; through direct to

15 miles.

Great Bend.

Straight ahead, crossing bridge to Hallstead, one mile and direct to New Milford. Direct through, and when two miles out, *do not turn*, but go past schoolhouse and up long hill one mile, turning right and straight into Harford. Through direct (— Caution: Do not go to W. Lenox, but bear to right one mile before reaching there and so pass to the right of Loomis Lake)— by main road to

40 miles.

Glenwood.

Cross bridge leaving and shortly turn right across another bridge, and within a half mile bear to right direct to Fleetville (7). When two miles out take left fork and cross bridge direct into Waverly. Through and main road into Clark's Green; thence straight road with railroad on right into Providence. Cross Main St. and down winding hill to left of drug store and cross bridge. Along pavement and keep bearing east, strike Washington Ave. pavement direct into

58 miles.

Scranton.

It is possible to take another route North from Stroudsburg, through Wilkesbarre, Tunkhannock, Wyalusing, and Towanda to Athens, Pa., and Waverly, N. Y. (the last two close together — connected by a trolley line). At Waverly the Binghamton-Elmira-Buffalo route is joined. This direction through northeastern Pennsylvania takes the tourist along the picturesque Lehigh Valley, and it is regretted that no exact itineraries are available, as this book goes to press. The trip from Stroudsburg to Wilkesbarre and Waverly has been made, however, a number of times by motorists.

## SHORT ROUTES FROM NEWARK, N. J.

Schedules for Runs to Lake Hopatcong, Greenwood Lake, Haverstraw, and Newburg.

Besides being on several of the main thoroughfares across New Jersey, Newark — the largest city in the state — is the hub of many important local routes. All these have the various connections to and from New York and the Metropolitan district generally. Newark is also a natural starting point for tours over a great part of the state, as well as to the cities and towns in the lower Hudson River district. Grades are steep in some portions of north and east Jersey, but the roads are usually macadam in good condition.



## **1. Newark to Lake Hopatcong.**

From Broad St., Newark (center of all routes through the city), keep North to left turn into Bloomfield Ave., to Montclair. Same road runs straight through Verona, Caldwell, Pine Brook, and Parsippany to

**20 miles from Newark.**

**Denville.**

Turn right at Denville, and direct road to Rockaway, taking left fork at drinking fountain. One and one-half miles beyond look out for sharp turn to right and short steep decline over canal. Go straight through Dover, cross Lackawanna railroad tracks, and direct to Kenil. Turn right at Kenil for Mt. Arlington, or continue straight ahead through Drakesville and Shippenport to

**33 miles from Newark.**

**Hopatcong.**

**41 miles from New York.**

NOTE. Connection from Brick Church Station (convenient from "The Oranges"): Take Washington St. to North Park St. to Orange Road, and direct to Bloomfield Ave., Montclair, where above route is joined.

## **2. Newark to Greenwood Lake.**

From Broad St., Newark (center of all routes through the city), keep North to left turn into Bloomfield Ave., as before, to Montclair. Go through Montclair, ascending hill beyond to Verona. Just over crest of hill take first right turn (easy to miss) and go through Signac and Wayne to

**23 miles from Newark.**

**Pompton.**

At Pompton there is choice of roads for the next stage of the trip: (1) cross tracks east of station and follow New York & Greenwood Lake (Erie) railroad to Boardville, where take left fork and continue through Hewitt to Brown's—fourteen and one-half miles from Pompton; (2) cross two tracks and follow New York, Susquehanna & Western (Erie) Railroad through Bloomingdale to Newfoundland. Here turn right and go North to West Milford; two miles beyond turn right to Brown's, eighteen and one-half miles from Pompton. Leaving Brown's, continue along West Shore of lake to

**46-50 miles from Newark.**

**Greenwood Lake, N. Y.**

NOTE. Pompton may also be reached from New York via Forty-second St. ferry and Weehawken, N. J. Directions (condensed): Ascend hill from ferry, turning at once to right, and

follow wide road along top of cliff (signboards) to Hudson Co. Boulevard. Turn right and go down long hill to Bergen County Turnpike, via Ridgefield and Little Ferry to Hackensack. Turn right on First St. to Passaic St., and make left turn to Arcola. Beyond village turn left and on reaching the Passaic River, *do not cross*, but turn right to Hawthorne. Then keep North of river (avoiding Paterson) to Haledon; thence over Preakness Mountain to Pompton, 30 miles from Weehawken, where above route from Newark joins.

### 3. Newark to Haverstraw.

To Nyack and Haverstraw: Broad St. North as before, except *keep straight ahead* into Belleville Ave. (where Bloomfield Ave. turns off to left), on through Belleville and Avondale. Turn right, cross Passaic River, and take left into Park Ave. to Rutherford. Left on Union St. one block; then right into Terrace Ave., which keep through Carlstadt to Hackensack. At Essex St. turn right across railroad and river, following direct road over meadows to Leonia. After crossing railroad again, turn left to Englewood; thence on with turnpike through Highwood, Tenaflly, Creskill, Demarest, Tappan, and Sparkill to Nyack (ferry to Tarrytown, N. Y., on East side of Hudson River). Keep Broadway, Nyack, to Midland Ave., upper Nyack; thence over mountain to Valley Cottage, and Long Clove Road to

42-43 miles from Newark.

Haverstraw, N. Y.

### 4. Newark to Tuxedo and Newburg.

As before, Broad St., Newark, to Belleville and Avondale; at end of road turn left, then first right to Passaic. At Erie railroad station take Lexington Ave. to Dundee Drive, following along Dundee Lake to Market St. bridge, Paterson. Cross bridge to right and turn sharp left down slight grade, thence along Passaic River. Just beyond next bridge turn right, then left again to river, turning right at small bridge direct to Ridgewood. From depot take Ridgewood Ave. half mile, then turn left one mile to Undercliff. At Mansion House again turn left and follow direct road to

29 miles from Newark.

Suffern, N. Y.

Leaving R. R. shops on left, cross railroad and iron bridge, skirting tracks straight through Ramapo to Sloatsburg, keeping to left (railroad on right), the road bending left, then right and straight to Tuxedo. Pass Tuxedo Park and Dagion's Hotel (in fork), to Southfields. Sharp right, over small iron bridge and

on until crossing railroad tracks, then bearing left by Arden P. O.; straight ahead, crossing single railroad track through

**47 miles from Newark.**

**Central Valley.**

Same road keep left to and through Highland Mills, crossing railroad about half way to Woodbury Station, on to Mountaintown. Bear right (passing road on left which crosses railroad), keep macadam, crossing bridge over falls and turn right 200 feet beyond. By Cornwall (flour mill) to Orr's Mills; pass under railroad bridge. Keep main road (Vailsgate signpost on left); then turn sharp right, passing Coleman's Hotel, in left fork, to Vailsgate. Follow telephone poles sharp left, passing "Little Britain" signpost, on to and through West Newburg. Cross stone viaduct; turn right and keep Broadway down to Liberty St.,

**62 miles from Newark.**

**Newburg.**

## **CONNECTING ROUTES ACROSS NORTHERN NEW JERSEY.**

Between the trunk-line highways connecting New York and Philadelphia, and the two principal gateways of road travel on the middle Delaware River — Delaware Water Gap and Easton, Pa. — there are, of course, various cross-routes. Most of them are local; others of frequent importance in planning tours into and through this part of the state. From Newark, New Brunswick, and Trenton — strategic places on the main stem of the New York-Philadelphia road system — there are good through routes to Easton and the Delaware Water Gap. This fact not only makes possible various circuit trips, with the New York-Philadelphia route as a base-line, but it also provides many independent excursions in the territory thus more completely covered.

### **1. Newark to Delaware Water Gap and Easton, Pa.**

This is a route across New Jersey from New York and Newark entirely different, except on the last end, from the one via Morristown. This leads to Delaware Water Gap and Easton via Plainfield, Somerville, and Washington. Identical at initial and terminal points, these two routes are in the main separate and distinct. Using Newark as a convenient starting point (where roads from New York, Philadelphia, New Brunswick, Trenton, etc. converge), take Broad St. South to right turn on Clinton Ave., thence on through Irvington and Milburn to Springfield.



Bend left at Springfield direct to Scotch Plains, and sharper left at Scotch Plains, ahead to and through Plainfield, Dunellen, and Bound Brook — practically alongside the Central Railroad of New Jersey from just beyond Scotch Plains to

30 miles from Newark.

Somerville.

Same route continues through Somerville, to and across North branch of the Raritan River, then on to Clinton. Cross Raritan River, Clinton, bending gradually right, on to Glen Gardner. Straight on through road beyond Glen Gardner; but where branch road goes down to Junction station (Delaware & Lackawanna & Western and Central Railroad of New Jersey), bend sharp left to Junction (settlement). Just beyond the latter, make right turn and then left to crossing of the Musconetcong River. Keep through westward route, despite irregularities and all crossings, to

58 miles from Newark.

Washington.

Leaving Washington for Delaware Water Gap, cross Morris Canal and at cross roads turn right one and one-half miles, then left, over mountain to Oxford Furnace; thence northward course to Pequest River and Butzville. On to Bridgeville, thence across irregular country between the gradually nearing tracks of the D., L. & W. and Pennsylvania railroads (Belvidere Division). At top of grade, cross creek, *turn right*, the road passing under Pennsylvania railroad branch, past Manunka Chunk (river on left, both railroads on right). Keep along river road through Rameysburg to Delaware (N. J.), where cross river by ferry to Pennsylvania side and up through Portland to

80 miles from Newark.

Delaware Water Gap.

88.5 miles from New York.

Connecting to Easton: Leaving Washington, keep straight on through New Village to Phillipsburg. Nearing Phillipsburg dirt road changes to macadam and then to brick pavement. Short right turn leads across railroad and Delaware River to Northampton St., Easton, 14 miles from Washington.

## 2. Connections to above from New Brunswick.

The route just given from Newark across New Jersey via Somerville and Washington to Delaware Water Gap and Easton, Pa., is easily accessible from New Brunswick by a choice of three routes (all less than ten miles) to Bound Brook. Leaving New Brunswick the way is more simple than a reading of the direc-

tions would indicate, owing to a slight irregularity in the down town streets from which the start is made; a glance at the map opposite page 7 will show the exact situation at a glance.

Coming into Albany St. from New York, over the Albany St. bridge, turn right into George St. (at center of city); pass under railroad, turning left up Somerset St. First right turn off Somerset St. is College Ave., which leads up the Raritan River, crossing either about a mile above New Brunswick or at Bound Brook, as desired. Keeping a little farther on Albany St. to the railroad station, with a diagonal right turn under the railroad tracks, carries into Easton Ave., another route to Bound Brook, likewise on the West side of the river.

A third route is a right turn on the East side of the river, almost immediately before reaching the Albany St. bridge, and this is generally preferred because it is macadamized to Bound Brook. Coming from the opposite way (Trenton, Princeton, etc.), the tourist would, of course, reverse these directions as far as Albany St. is concerned; after that they would be exactly as given.

Using any of these three routes as a connection between New Brunswick and Bound Brook, the other route from Newark (on page opposite) is entered. Thence on to Somerville, Delaware Water Gap, and Easton, as already given; with other connections to Morristown and, in fact, all of North Jersey.

### 3. Trenton to North and West Jersey.

This route connects the New Jersey capital and near-by cities and towns with middle and upper Delaware River points in the two adjacent states. It is also a close, direct line intersecting all the routes across northern and western Jersey, to and from New York and suburbs. From the Soldiers' Monument, principal landmark in Trenton, go down Warren St. (asphalt) five blocks to West State St. Turn right on West State and follow car tracks to city line, bearing left at prominent fork onto the "New River Road" through Wilburtha to Washington's Crossing. Cross canal bridge and direct to Titusville, along with same river road to

16½ miles.

Lambertville, N. J.

NOTE. Coming into Trenton via Greenwood Ave. (from New York, Lakewood, Asbury Park, etc.), keep Greenwood Ave. all the way down town, making right turn on Broad St. to left turn into W. State St., and as before into the new River Road. This route would not take the tourist through the very center of the city, but would save time on a through trip.

At Lambertville leave the River Road and keep North through Mt. Airy, Ringoes and Copperhill to Flemington; still North to Hamden and Clinton. At Clinton join main road from Newark to Delaware Water Gap and Easton via Somerville and Washington, already given in detail, with all the possibilities of the latter trip. Or keep still farther North from Clinton to High Bridge, Hoffman's, Califon and Middle Valley to German Valley. Here intersect the routes from New York and Newark to the Delaware Water Gap and Easton, via the Oranges and Hacktstown. Clinton is approximately 35 miles from Trenton; German Valley approximately 45 miles. From Flemington, the east-bound tourist will find a fair road to Somerville — an important point on the through route to and from New York.

#### **4. Trenton-Easton Through Line.**

En route from Trenton to Easton, continue along East side of the Delaware River as far as Lambertville, then to Stockton, crossing the river at that point to Center Bridge on the Pennsylvania side. Thence along West side of same river, through Lumberville, Point Pleasant and Wormansville to Uhlerstown. Cross to the East side of the river again to Frenchtown, N. J., thence up river road to New Milford. Cross river a last time to Bridgeton, Pa., and right turn by river to Narrowsville and

**About 37 miles from Trenton.**

**Kintnersville, Pa.**

Entering this hamlet, cross the first covered wooden bridge on the left and follow a dirt road for nearly two miles to Durham, which is within ten miles of Easton. At Durham cross a small wooden bridge on the right, then the iron bridge. A stone road on the opposite side, direct to Riegelsville. Following macadam road running parallel with the Delaware River and canal on the right, the motorist then proceeds straight to the objective point of his journey, not quite nine miles and a half from Riegelsville. The bustling little city of Easton nestles in a ravine at the confluence of the Lehigh and Delaware Rivers, with the hills of Phillipsburg in the near distance. Enter by South Third St., which take North to Center Square,

**48-50 miles.**

**Easton, Pa.**

Tours between Philadelphia and Easton may be planned via Trenton if desired. From Philadelphia to Trenton there is the well known choice of routes, either (1) via Frankford, Holmesburg, Bristol, and Morrisville, Pa., or (2) via Camden, Burlington, and Bordentown, N. J. Thence through Trenton, by either



Greenwood Ave. or Warren St. to West State St. and up the "New River Road," as already given.

#### 5. Lambertville, N. J., to Doylestown, Pa.

The most used route between Philadelphia and Easton leads through Doylestown, Pa., between which place and Lambertville, N. J., on the Trenton-Easton line, there is a nearly direct line. Reading from Doylestown to Lambertville, the towns passed through are Spring Valley, Centerville, Greenville, and New Hope — all in Pennsylvania. Cross Delaware River at New Hope to

About 12 miles from Doylestown. Lambertville, N. J.

#### 6. Hackettstown, N. J., to Easton, Pa.

Approaching Hackettstown from the east, instead of crossing D., L. & W. R. R., bend left just before railroad, keeping on to and through Rockport, Port Murray, and Anderson to Washington (N. J.), 12 miles from Hackettstown and the largest intermediate point. Straight on through New Village to Phillipsburg. Nearing Phillipsburg dirt road changes to macadam and then to brick pavement. Short right turn leads across railroad and Delaware River to Northampton St., Easton, 26 miles from Hackettstown, 51 miles from Morristown, 80-81 miles from New York.

#### EASTON, PA., TO DELAWARE WATER GAP, PA.

This short line of 22-24 miles connects two important centers for through routes along the middle Delaware River. By means of this link, routes from Philadelphia and intermediate points are connected with other routes from New York City to Delaware Water Gap, and new directions opened up North and East — to Scranton and Binghamton, to Hudson River points, etc.

Leaving Easton for Delaware Water Gap, take *North* Third St. across bridge, turning right on Delaware St. or River Road on to Howells' Station. Here cross railroad and iron bridge, taking right fork (Lafayette Hotel on left). At blind end turn right up heavy grade to Three Churches, then left fork up grade (cemetery on right), slate-and-shale road to Richmond. Direct dirt road to Centerville; at fork foot of hill take left (school-house on right), short distance to trolley, which follow. Direct road to and through Mt. Bethel and Williamsburg (two grade

crossings). After crossing stone bridge turn right, keeping down grade to blind end, where turn left into main street, Portland. Keep on with railroad up grade, river on right. Cross railroad at grade and keep on direct river road (narrow and at times bad going) to

**22-24 miles from Easton.**

**Delaware Water Gap.**

NOTE. Optional route between Easton and Portland: Cross bridge as before, keeping river road all way to Martin's Creek. At Martin's Creek turn right, pass through Three Churches (crossing above route) over Delaware River into Belvidere, via Manunka Chunk and Rameysburg to Delaware. Here cross to Pennsylvania side and bear right direct to Portland, then on to Delaware Water Gap, as already given.

## **DELAWARE WATER GAP, PA., TO NEWBURG, N. Y.**

### **Via Port Jervis and Middletown**

This route connects middle and upper Delaware River points with the entire Hudson River district, and is a frequent extension of motor car trips from Philadelphia, New York, etc., to Delaware Water Gap. After a few miles of indifferent riding the tourist comes out upon one of the most perfect shale roads in the country, extending all the way from Bushkill to Port Jervis. At this point the Delaware River (Pennsylvania-New York boundary) is crossed for the last time, and the route is as direct to the Hudson River as the hilly and irregular nature of the country will permit.

Go North through Water Gap village, bearing right in crossing two bridges and Delaware, Lackawanna & Western railroad. Keep road close to river, and at cross roads go up grade (hill on right) then down very steep grade to Shawnee. At bottom of hill, Shawnee, cross bridge and turn sharp left on to Echo Valley House. At blind end (railroad crossing) turn right, direct road to

**12 miles.**

**Bushkill.\***

Here shale road begins and follows left bank of Delaware River, straight through Egypt Mills, Dingman's Ferry, and Coneshaugh to Milford. North on principal thoroughfare, Milford, leads into direct road to picturesque toll bridge, which cross from Matamoras, Pa., to

**40 miles.**

**Port Jervis, N. Y.**

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\* Reversing the Port Jervis-Delaware Water Gap portion of this route, the way is perfectly plain, but Shawnee Hill, on the last stretch to the Gap, may be difficult for low-powered cars. To avoid this hill, keep shale road to Bushkill, and four miles beyond take Stroudsburg Pike to Stroudsburg; then to Delaware Water Gap, four miles via Experiment Mills.

After crossing bridge into Pike St., Port Jervis, turn right into Front St. (along with Erie railroad) to left turn into Fowler St. Straight out Fowler St. up small hill and on main road around curve, over railroad and on to Standard Oil Co. Station. When two miles out turn left (red barn on right) and follow abandoned Delaware & Hudson Canal bed to Godefroy. After steep down grade turn sharp left on direct road to Cuddebackville. Take right fork and cross railroad up winding steep grade. Thence on to Otisville, making right turn there to Mount Hope, and left turn at Mount Hope to

**60 miles.**

**Middletown.**

Leaving Middletown by West Main St. to East Main St., make right turn on Academy St., crossing the S. and W. railroad at city limits, where state road begins. Follow same to Bradley's Corner, Dolsontown, where road forks; keep left and continue straight away, still over state road, to Denton and Goshen. Straight through Goshen, with gradual turn to left at Court House until village limits are reached, where road forks. Keep left (state road) and continue on to the O. and W. railroad to another fork; bear left over railroad and continue straight over state road to Montgomery. Keep to end of same and turn directly to right, continuing to village limits, thence left (state road), and straightaway through Coldenham, East Coldenham, etc., entering by Broadway to left turn on Liberty St., center of the city

**82 miles.**

**Newburg.**

### **Middletown-Newburg (Optional).**

Leaving Middletown follow trolley to grade crossing and on to Mechanicstown, thence direct to Goshen. Turn left on main street and through Goshen, turning right at signpost about two miles out. Direct road to Hamptonburg, Girard, Washingtonville, and Salisbury Mills, fair roads and fine scenery all the way. Turn left (monument on right), crossing railroad at grade and direct road to Vailsgate. Follow tel. poles sharp left, macadam road, passing Little Britain signpost, on to West Newburg. After crossing stone viaduct, turn right on Broadway, down grade to

**91-93 miles from Delaware Water Gap.**

**Newburg.**

NOTE. At Newburg this route joins North-and-West line to the Catskills, also to Newburg-New York route via Tuxedo to Weehawken.



## PHILADELPHIA, PA., TO BALTIMORE, MD., AND WASHINGTON, D. C.

Practically all automobile tours to Baltimore and Washington, starting from or coming through New York or New Jersey, make Philadelphia the first objective point. From Philadelphia, widely different routes may be followed for the balance of the journey. No single one of them, however, is good running all the way, the roads in some places being strangely out of keeping with the enterprise and prosperity shown in other directions by the different states and communities.

There certainly ought to be a good thoroughfare all the way between the largest American city and the national capital. Taking conditions as they are, however, every effort has been made to secure accurate data from motorists who have made trips over the intervening territory.

### Philadelphia-Wilmington-Baltimore Direct Line.

This is the shortest of all routes to Baltimore and Washington; and when roads are in good condition the run this way can probably be made more quickly than by any other way. The special drawback is about 15 miles of very difficult running between Elkton and Havre-de-Grace, Md., about midway between Wilmington and Baltimore. This stretch is frequently covered by motor cars, however, and the balance of the route presents no serious difficulties.

From public buildings, center of all Philadelphia routes, go south on S. Broad St. two squares to right turn into Walnut St. Out Walnut St., crossing Schuylkill River, to Thirty-fourth St.; then bend left into Woodland Ave., following double car tracks to Darby. On into the Chester Pike — about the best road out of Philadelphia to the south — through Glenolden, Norwood, Moores, and Ridley Park to

15 miles.

Chester.

### Alternate Route to Chester.

A little longer route out of Philadelphia, avoiding some Belgian block pavement encountered on the exit above given, is as follows: From public buildings, two squares on S. Broad St. as before into Walnut St. Out Walnut St. to Forty-first St.; turn left on Chester Ave.; turn right to Forty-ninth St., then turn left on Forty-ninth St. and follow trolley tracks around depot to Woodland Ave.

A turn right on Woodland Ave. at this point will lead direct to Darby, eight miles from Philadelphia. Turn left on Chester

Pike to Glenolden, 9 miles; Norwood, 9½ miles; Moores, 10 miles; Ridley Park, 12 miles; Crum Lynne, 14 miles, and  
16 miles. Chester.

From Chester to Wilmington is almost a direct road, usually in good condition. Leave Chester by Seventh St., with trolleys, to Marcus Hook; at Marcus Hook take pike through Claymont, Holly Oak, and Bellevue to

28 miles from Philadelphia.

Wilmington, Del.

Leaving Wilmington the route leads in a southerly direction across the state to Newark (Del.), no places of importance being encountered en route. Directions: Just before Market St. bridge, turn right up hill two blocks, then left over bridge to Washington St., to Ninth St. Turn right two blocks to Madison St., then left, on via Newport to Newark, Del. From Newark to the Maryland line is but a few miles; keep main through road — very bad at times — through Elkton to Perryville, Md.

### Crossing the Susquehanna River.

At Perryville the Susquehanna River is met — fully a mile wide, and nothing but a long railroad bridge across. However, the railroad company is so anxious to prevent the building of a competing bridge that a remarkably prompt and cheap service is rendered to all vehicles. On notice the agent will place a flat car in shape for an automobile to run aboard by its own power, when an engine will push the whole outfit over and assist unloading for a total fee of from 50 cents to 75 cents. This would be rather inconvenient, however, for a party with several touring cars.

60 miles from Philadelphia.

Havre-de-Grace.

This is one of the few cases where the touring motorist is charged less than the service rendered seems to be worth, and the novelty of it is something in favor of going this way.

Disembarking at Harve-de-Grace, follow old Philadelphia-Baltimore turnpike through Stepney and Loreley into East Baltimore St., to business center of

98-100 miles from Philadelphia.

Baltimore, Md.

Desiring to make slightly longer run to go over some of the famous shell roads nearer Chesapeake Bay, inquire at Havre-de-Grace for local route to Cowenton and Chase's Station. This detour will enter Baltimore by Eastern Ave.

### Alternate Wilmington-Baltimore Line.

A somewhat better and not much longer route between Wilmington and Baltimore has come to be quite extensively used,

especially by motorists making the through trip. It is identical with the route already given from Wilmington to Newark, Del. At end of Newark — instead of continuing on to Elkton and Havre-de-Grace — cross railroad and take left road upward to Rising Sun. Go through Rising Sun, taking first left to Colora, Liberty Grove and Rolandville; thence river road to

**40 miles from Wilmington.**

**Conowingo, Md.**

From Liberty Grove to Rolandville is narrow and bad, with a few hills; at times dangerous to run fast, but extremely picturesque. From Conowingo cross bridge over the Susquehanna River to Darlington; thence via Churchville to Belair. Conowingo to Churchville is hilly dirt road; Churchville to Belair, macadam.

**55 miles from Wilmington.**

**Belair.**

The Belair Turnpike is one thoroughfare all the way into Baltimore, 25 miles, fair-to-good going, with some grades en route. It leads directly to and through Benson, Record, Greenwood, and Parksville into Gay St. (Baltimore), which is a continuation of same.

On Gay St.\* (cobble), diagonally ahead into Chase St. (asphalt), which keep to short distance beyond railroad; then turn left into Calvert St. Down Calvert St. through fine old residence district, containing principal modern hotels, clubs, etc. Or keep farther down on Calvert St. to intersection with Baltimore St., principal business thoroughfare of

**80 miles from Wilmington, Del.**

**Baltimore, Md.**

**108-110 miles from Philadelphia.**

This is one of the most interesting of American cities, with an openly southern character which seems to place it much farther south than it really is. For short local trips the Baltimore district is unsurpassed in America, but the stranger must spend several days in and about the city to find them out. Maryland is justly famous for hospitality, as the tourist may prove to his satisfaction, whether in the city or in the country.

### **Baltimore to Washington via Ellicott City.**

Of the various routes between Baltimore and Washington, this one is usually preferred for automobile trips, the distance, 47 miles, being somewhat longer than the railroad mileage. Leave business center of Baltimore west on Baltimore St., which keep

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\* Gay St. is absolutely direct to Lexington St., making a short cut to business center of city, but not so good pavement as above. From Lexington St. turn round City Hall to Baltimore St.



one and one-half miles to right turn into Fulton Ave. One-half mile beyond turn left into Edmondson Ave.,\* direct into the old Frederick Road.

Make several bends with the Frederick Road, but keep it all the way into Ingleside Ave., Cantonsville; then same through road, bearing right for a fine descent (the Devil's Elbow; keep good control of car) into

**12 miles from Baltimore.**

**Ellicott City.**

Cross Patapsco River by covered bridge, turning left into the Columbia Pike to Columbia; in center of town turn right to Clarksville. Here bear left and continue direct through Highland, Ashton, Elnor, Colesville, Burnt Mills, and Sligo (all small places) to Brightwood.

Continue on Brightwood Ave. past reservoir, thence to intersection with Florida Ave., short distance beyond. Bear left into Florida Ave., soon turning right into North Capitol St., direct past B. & O. R. R. station to the National Capitol,

**47 miles from Baltimore.**

**Washington, D. C.**

Keeping Brightwood Ave. further down into Seventh St. (extension of same) to Vernon Square, and diagonal right turn into New York Ave., is a direct line to the "White House." Or Brightwood Ave. into Seventh St. and through Seventh St. to Pennsylvania Ave. will intersect Pennsylvania Ave. about midway between the National Capitol and the "White House."

Just across the Potomac from Washington the real South begins — a land more of future promise than of present reality for the motorist. However, with automobile interest growing rapidly at many points in the southern states, along with increasing wealth and a better popular understanding of the benefits of good roads, some far-reaching changes are already under way.

A few trips have been made from Washington to Richmond and other interior Virginia points, but the motoring is principally confined to the Washington district and the southern cities. Nearly every point of interest in the national capital is reached over a splendid asphalt pavement; but it is not an easy city for the stranger to find his way about, owing to the numerous avenues which cross at all angles an otherwise regular system of streets. A good map of the city is the best means of local information.

\* Starting from the Washington Monument, Baltimore, instead of from business center of city, go south three blocks on Charles St. to Franklin St. Turn right on Franklin St.; then through Tremont St. to Edmondson Ave. Starting from Mt. Royal Ave. (B. & O. R. R. Station), take Mt. Royal Ave. to Lafayette St., keeping same to intersection with Fulton St. Left turn on Fulton St. and almost immediately right turn into Edmondson Ave.; in all cases Edmondson Ave. into the old Frederick Road.

## ROUTE OF THE OLD "NATIONAL ROAD."



The accompanying map shows a possible extension of the New York-Philadelphia-Baltimore route through a portion of Maryland and southwestern Pennsylvania to Wheeling, W. Va. Thence across the states of Ohio, Indiana, and Illinois to St. Louis, Mo. From Cumberland, Md., to the Indiana-Illinois line (near Terre Haute) is the old National Road, built before the railroads came. It was intended to connect Baltimore, Philadelphia, and other eastern cities with the great Middle West by a complete line of good road across the Allegheny Mountains.

This stands today as the chief example of road-building by the Federal Government; and while it has fallen into disuse in some parts, whole sections are still in splendid condition. The entire route east from St. Louis was covered by some of the tourists returning from the A. A. A. meeting at the Louisiana Purchase Exposition, 1904. No other one line connects the cities on the Atlantic Coast with the Mississippi River Valley.

The future development of road travel in America will possibly bring this historic road back into the prominence it once enjoyed.

## WASHINGTON, D. C., TO BALTIMORE, MD., AND PHILADELPHIA, PA.

The Baltimore-Washington route last given is easily reversed: Seventh St. to Brightwood Ave. into the through road via Brightwood, Sligo, Burnt Mills, Colesville, Elnor, Ashton, and Highland (all small places). Thence through Clarksville and over the Columbia Pike to Columbia, crossing the Patapsco River to Ellicott City.

Up the Devil's Elbow\* and on the Frederick Pike to Ingleside Ave., Cantonsville. Through Cantonsville and the Frederick Pike again all way into Edmondson Ave. to right turn on Fulton St., to left turn on West Baltimore St., to business center of

47 miles from Washington.

Baltimore, Md.

### Washington to Baltimore via Laurel.

An entirely independent and somewhat shorter route between Washington and Baltimore is that via Laurel, Md. While equally good time cannot ordinarily be made this way, the itinerary is frequently useful in planning round trips in this much-traveled section.

Leave the National Capitol, Washington, by Maryland Ave. direct into the Bladenburg Road. Thence, with trolleys most of way, through Hyattsville and several smaller places to Laurel. On through Elkridge, coming into western edge of Baltimore past Winan's Station (B. & O. R. R.). Direct into Columbia Ave., turning left at any one of several cross streets to Baltimore St., principal thoroughfare of

40 miles from Washington.

Baltimore.

### Baltimore to Havre-de-Grace and Wilmington.

This route back to the Susquehanna River differs slightly from the one given in the opposite direction, though at no point are the lines more than a few miles apart. From the Washington Monument, Baltimore, take Charles St. out to North Ave.; turn right on North Ave., which keep to intersection with the Harford Road. Direct line from outskirts of Baltimore to and through Clifton, Parksville, Greenwood, Record, and Benson to Belair. From Parksville to Belair this route is identical with the one given in the opposite direction.

25 miles from Baltimore.

Belair.

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\* If a clear day, a magnificent view of Baltimore city, the Chesapeake Bay, and surrounding country is had from the top.



Leave Belair on direct road to Churchville and Hopewell X-roads; here is an important fork for north-and-east routes via Belair. Six and one-half miles run, via Webster (where take right fork), will bring the tourist back to Havre-de-Grace. From this point the Susquehanna River is crossed (see south-and-west route), and the preceding route reversed via Perryville, Elkton, Newark, and Newport, Del., to

70 miles from Baltimore.

Wilmington, Del.

110-115 miles from Washington.

The alternate line keeps on from Belair to Churchville and Darlington, crossing bridge over the Susquehanna River to Conowingo, Md. Then through Rolandville, Liberty Grove, Colora, and Rising Sun, Md., to Newark, Del., identical with the trip in the opposite direction. On to Newport, and enter, by Madison St., Ninth St., and Washington St., to Market St.,

80 miles from Baltimore.

Wilmington.

120-125 miles from Washington.

Take Market St. north, on through Bellevue, Holly Oak, and Claymont to Marcus Hook. Enter Chester by Seventh St.; go through Chester, then Pike all way to Darby. Follow double car tracks to Woodland Ave., entering West Philadelphia. Bear right from Woodland Ave. into Walnut St., cross Schuylkill River to South Broad St. and left turn, two squares to Public Buildings, center of all routes through

98-110 miles from Baltimore.

Philadelphia.

According to route used.

Distance from Washington to Philadelphia, 140-150 miles, according to optional runs used at different points en route. For continuation of this route to Trenton and New Brunswick, N. J., and New York city, see pages 242-46.

## ROUND TRIP TO FOX CHASE.

### Twenty-five Miles' Circuit among Philadelphia Suburbs.

From the Public Buildings, Broad and Market Sts., to Fox Chase is only ten miles, by the shortest route, out Second St. Pike. But this is one of the many trips that demand two distinct routes for the round trip. Going by Old York Road, Green Lane, and Tabor Road will add two or three miles, according to the short side trips found desirable, but at most it may be made in two hours, allowing several pauses for points of special interest, and

supper at one of the historic inns of Fox Chase. Another hour is sufficient for the shorter route home, by Second St. Pike, Feltonville, and Olney.

For the outgoing trip, run north on Broad St. to Erie Ave., turning right on Erie Ave. to Old York Road. This is one of the oldest roads in the suburbs of Philadelphia, and one full of Revolutionary memories and picturesque views. It was the first road leading from Philadelphia to New York, laid out in 1711. Entering York Road from Erie Ave., Hunting Park is noticed on the right; this is now a part of the park system of the city. Just beyond, on the left, the James Logan country seat is passed, with a glimpse of the famous Logan homestead, "Stenton."

In the hollow just beyond stood a snuff mill in the early days, and the hill was known as Snuff Mill Hill. This was one of the worst parts of the original York Road. A deep mire of black mud extended through the hollow and partly ascended the hill, and it is said that horses were frequently seen in the old stage coach days struggling in it to their knees. "Oak Hill," the beautiful estate of J. Bartram Lippincott, extends along York Road, on the right, beyond Wingohocking Creek.

Adjoining the Lippincott estate is historic "Solitude." This place cannot be seen from York Road, as the ancient mansion and spacious grounds stand well back from the roadway; but it is well worth the slight detour necessary to visit the famous headquarters of Lord Cornwallis. The lane leading to "Solitude" — still known as "Cornwallis Lane" — is entered by a gateway with rough stone pillars. The old lane is rough traveling in wet weather and full of ruts at all seasons, but the distance is short.

Logan Station is next reached; Broad St. enters Old York Road at this point. If desirable, in making the trip to Fox Chase by way of Broad St. and York Road, continue up Broad St.'s smooth thoroughfare to Logan; but as York Road is usually equally good traveling, it will pay to make the turn at Erie Ave., in order to pass these intervening points of interest.

Just above Logan — still on the right of York Road — is beautiful, historic Fairfield. What was considered the finest residence within 50 miles of Philadelphia, when built in 1852, is just beyond Fairfield; it is known as Woodfield and was built by Joseph Swift. The mansion was modeled after one of the castles on the Rhine. Farther on, the Old York Road passes through Branchtown; take the first turn to the right — at Green Lane — and pass out the lane to the railroad station at Fern Rock. Green Lane passes the railroad and continues past Champlost, the famous Fox estate, which stands on the right, a little in from the lane.

From Green Lane take the first road right above Champlost, and turn left on reaching Tabor Road. Continue out Tabor Road to Second St. Pike, and again turn left to continue up the pike to Fox Chase. Trinity Oxford Church is noticed at the right of the pike, on Church Lane, and just beyond is Fox Chase, combining the quaint charm of the old with the enterprise of the new. There are two ancient hotels here with many touches of colonial times about them. Of special interest in the vicinity of Fox Chase is beautiful Burholme, the country seat of the late Robert Waln Ryers, which will soon become a part of the city park system. This extensive estate is the beginning of the Cheltenham Hills.

On the return trip down Second St. Pike a direct run may be made through Lawndale, Olney, and Feltonville, down Fifth St. to Rising Sun Lane, out Rising Sun Lane to Broad St., and down Broad St. to the Public Buildings, center of

Round Trip, 23-25 Miles.

Philadelphia.

## PHILADELPHIA, PA., TO VALLEY FORGE, PA.

### Choice of two routes.

This is one of the favorite runs out of Philadelphia, especially interesting to strangers. Two lines of road connect Philadelphia with Valley Forge, (1) via the Montgomery Pike and the Old Gulf Road — 18½ miles; (2) via Lancaster Pike — 23 miles; both leading through the well-kept suburbs for which Philadelphia is famous. Going one way and returning the other makes a very pleasant half-day's run.

### Via Montgomery Pike.

Leaving the Public Buildings, Philadelphia, go North on North Broad St. about ten squares to Spring Garden St.; turn left on Spring Garden St. to Twenty-third St. and subway; thence right on subway to entrance to Fairmount Park. Follow main road to Lincoln Monument, where turn right and pass over Lemon Hill to Girard Ave. bridge. Turn left over bridge, and at end of same turn right under railroad arch, continuing in Park to Memorial Hall. Here bear to right and continue to Belmont Ave., and right on Belmont Ave. to City Line. Turn left and continue over railroad bridge to Montgomery Pike (Inn on left-hand corner); then right turn, on through Narberth and Ardmore, and Montgomery Ave., Haverford. At first fork take left to

8¾ miles.

Bryn Mawr.



Keep straight on over hill into Rosemont and direct to Gulf Mills; at fork in road take left, turning left at "Bird-in-Hand" (Inn), over stone bridge uphill to King of Prussia (town). At fork take right and continue straight on over railroad crossing, taking left at fork beyond to Valley Forge road, then right, down hill to Port Kennedy. At Mills, turn left and go over hill to

18½ miles.

Valley Forge,

### Via Lancaster Pike.

From Public Buildings, keep South on South Broad St. to Walnut St., right on Walnut St. to Thirty-ninth St., right on Thirty-ninth St. to Market St. and left on Market St. to Sixty-third St. Turn right and keep straight on to Lancaster Pike (Overbrook), turning left into Overbrook (City Line Toll Gate). Straight on through Wynnewood, Ardmore, Haverford, Bryn Mawr, and Rosemont to St. David's and Stafford. Keep straight on through with railroad to Devon and Berwyn, where turn right and go over Cassatt's hill. Direct on to railroad and turn left just beyond yellow house with tower. Thence direct on, following Valley Creek to

23 miles.

Valley Forge.

## Philadelphia's Famous Drive.

In the Wissahickon, Philadelphia can lay claim to one of the most picturesque urban "drives" in the United States. The name is taken from the stream along which it is built. This creek enters the city limits along the northwestern base of Chestnut Hill and, turning to the southward, plunges with fret and whirl into a narrow defile or canyon, from which it emerges about five or six miles beyond to join the Schuylkill. The gorge is plentifully wooded, and throughout its length the drive has been constructed along the base of the hills following the tortuous windings of the stream. The last four or five miles are under the supervision of the Fairmount Park authorities, who control far enough on either side to preserve the glen, and it is thus a part of Fairmount Park.

Viewed on a map, this narrow, crooked strip stretches to the northward not unlike a tail to the body of the Park. To the eastward of the glen is Germantown and Chestnut Hill; to the westward, Manayunk and Roxborough, once suburban villages but now within the corporation limits, although retaining many suburban characteristics.

## Route from Center of City.

The Wissahickon is reached from down town by the East Side Drive of Fairmount Park. The route from the Public Buildings, center of the city, is: Out North Broad St. about ten "squares" to Spring Garden St.; turn left to Twenty-fifth St., and make right turn one square to Green St. entrance to Fairmount Park. Entering the park, pass the Washington Monument, erected by the Society of the Cincinnati, and follow the drive along the East Side of the Schuylkill for about six miles, reaching Riverside Mansion. Here the road is crossed by Ridge Ave. and its trolley tracks. Beyond the track the Drive is spanned by a high stone bridge connecting two jutting spurs of the hills that confine the Wissahickon. But a short distance beyond the bridge the road turns sharp to the right and following it the tourist enters the Wissahickon, and the sound of the trolley gong and city traffic of Ridge Ave. is left behind.

The road at the turn has been dug from the hillside, and on the right the rocks rise abruptly; at the left is the stream, the water of which has at this point been backed by a dam, so as to afford a place for boating. This road is a macadam park drive, smooth and hard, and although shut in by the hills, the shade is so abundant that it is never hot. About a mile above the entrance is Rittenhouse Lane, Germantown. A little stream flows down beside this road, and on that stream, not far from the road, was erected the first paper mill in America, known as the Rittenhouse mill.

## Points of Interest to the End.

For the first mile and a half or so the road is on the eastern bank of the creek, but at the Old Red Bridge it crosses to the western shore. The Red Bridge has long been a landmark on the Drive, but it is now a thing of the memory; for a handsome stone bridge now occupies the site. Valley Green is a favorite resort for motorists; a stone bridge connects Wissahickon Ave. with the Drive at this point, and leads up a long hill through the woods to Wissahickon Inn.

"Pro Bono Publico" drinking fountain is not far below Rex Ave. bridge. About half way up the hillside, above the bridge and opposite the Drive, is Indian Rock; a wooden figure, seen from the Drive just below the bridge, marks the spot. The Drive continues beyond this point a mile or more before reaching the limit of the Park, and a mile beyond that. It is beautiful to the end, and no motorist visiting Philadelphia should miss it. A day trip and a night trip would both be worth while.

## PHILADELPHIA, PA., TO HARRISBURG, PA.

### Via Reading and Lebanon.

The route here given is by far the best between the important points named, and is therefore preferred for motor car travel. Nor is the apparent detour via Reading as much out of the direct line as often supposed, the main line of the Pennsylvania railroad from Philadelphia to Harrisburg, via Lancaster, being only ten miles shorter than the actual road mileage given in the following paragraphs. Gettysburg, Pa., is best reached from New York and Philadelphia over this route, which is also used by considerable of the road travel to and from Baltimore and Washington.

### Philadelphia to Reading.

From the Public Buildings, center of Philadelphia, keep North about ten squares to Spring Garden St. to left turn to Twenty-fifth St. to right turn one square to Green St. entrance to Fairmount Park. Follow "East Drive" along Schuylkill River and Wissahickon Creek, keeping right into Lincoln Drive to Wissahickon Ave. Turn left and follow this avenue to the end at Allen's Lane; turn right into Allen's Lane and follow to Germantown Ave.,

10 miles.

Chestnut Hill.

Turn left at Chestnut Hill and one and one-quarter miles beyond take left fork — Perkiomen Turnpike — past Mount St. Joseph Academy. About one mile beyond take right fork and continue on Pike direct to Hickorytown and Fairview, the latter the highest point between Philadelphia and Reading. Direct on to bridge over Perkiomen Creek, which cross and take left fork to Collegeville. Continue direct on Pike through Limerick Sq. to Pottstown and Stowe. Cross railroad and direct, recrossing railroad at Douglassville, still direct to Monocacy and Baumstown, on to Black Bear Inn. Keep left on turnpike (Perkiomen Ave.), continuing on into Penn Square (double trolley tracks) to square,

60 miles.

Reading.

### Reading to Harrisburg.

Leaving Reading, go West to bridge over Schuylkill River and follow turnpike, taking left fork to Sinking Spring, Wernersville, Robesonia, Womelsdorf, Stouchburg, and Myestown. Still direct, crossing railroad to Avon, thence on to Lebanon, Annville, Palmyra, and Swatara, which is the last tollgate on the Pike. Continue direct to Hummelstown and on to Derry St.,



Harrisburg. From Derry St. bear left into Mulberry St., crossing bridge over railroad tracks to Fourth and Markets Sts.; thence by left turn to Square,

114 miles from Philadelphia.

Harrisburg.

## HARRISBURG, PA., TO PHILADELPHIA, PA.

### Reverse of Above.

Leaving Harrisburg take Market St. to Fourth St.; turn right, cross Mulberry St. bridge over railroad tracks to Derry St. and direct on Pike to Hummelstown. Take left fork at end of town and direct to Swatara, where is the first tollgate on the Berks and Dauphin Turnpike, which continues to Reading. On with this Pike to and through Palmyra, Annville, and

26.5 miles.

Lebanon.

Same through turnpike to Avon, where cross Philadelphia and Reading railroad tracks, thence direct to and through Myerstown, Stouchburg, Womelsdorf, Robesonia, Wernersville, and Sinking Spring, on to Schuylkill River. Cross bridge over river and straight up Penn St. to square,

54 miles.

Reading.

Leaving Reading, keep East on Penn St. (double trolley tracks) into Perkiomen Ave. and turnpike to Black Bear Inn. Take right fork (Pike). *Caution:* Look out for "water breaks" on hills; direct to Baumstown and through Monocacy to Douglassville. Cross railroad and direct, recrossing railroad at Stowe, on to Pottstown. Direct on through turnpike through Limerick Square to Collegeville. Cross bridge and take left fork — Germantown Pike — direct to Fairview and Hickorytown. At forks three miles beyond take left fork — German-town Ave. — past Mount St. Joseph Academy to

104 miles.

Chestnut Hill.

Continue on block pavement one and one-quarter miles to Allen's Lane — first right beyond Deaf and Dumb Asylum. Turn right to end of Lane; then left into Wissahickon Ave., macadam, to Lincoln Drive. Turn right into Drive and continue, keeping left along Wissahickon Creek and Schuylkill River — "East Drive," Fairmount Park — to its end at the Washington statue, Green St. entrance to Park. Turn right one block and then left into Spring Garden St., which follow to North Broad St., direct to Public Buildings,

114 miles from Harrisburg.

Philadelphia.

## HARRISBURG, PA., TO GETTYSBURG, PA.

This short stretch of less than forty miles connects the main through highways across the State of Pennsylvania with the various interesting routes to and from Maryland and the District of Columbia. It is also an important link in the run from New York and Philadelphia to Baltimore and Washington, via Gettysburg.

Leaving Harrisburg, go West on Market St. to and across the bridge over the Susquehanna River; then turn left and follow trolley uphill *under* railroad. At Carriage Factory turn left, cross bridge *over* tracks, and two blocks beyond turn right into macadam road, continuing straight ahead half mile to White Hill. Pass railroad station on right, and just beyond turn right across tracks, then immediately left. Four miles beyond — at brick schoolhouse where trolley comes in — take left fork to Sheppardstown, thence direct to

14.5 miles.

Dillsburg.

Follow signs, turning right, left and again right, then direct three miles to sign in forks, "To Clear Spring." Take right fork to Clear Spring, thence on to York Springs and Heidlersburg. Direct eight miles to schoolhouse; keep right and one-eighth mile beyond turn right to bridge. Then turn left over bridge and continue to sign, "York Springs 14 miles," where turn left and continue five blocks to square, and right one block to Eagle Hotel,

38 miles.

Gettysburg.

## GETTYSBURG, PA., TO HARRISBURG, PA.

### Reverse of Above.

Leaving Gettysburg, go straight North from square five blocks. Turn right at sign "York Springs 14 miles"; cross bridge, turning right to end of street. Then left to schoolhouse, where take left fork direct to Heidelsburg, York Springs, Clear Springs, and Dillsburg. Follow signs, turning left, right, and again left, continuing direct to Sheppardstown. Take right fork and keep on to White Hill. Turn right across railroad tracks and then left. Half mile beyond (at trolley tracks), turn left, cross bridge over railroad, and turn right past Carriage Factory and *under* railroad, turning left to Harrisburg bridge. Cross bridge to Market St. and Square,

38 miles.

Harrisburg.

## GETTYSBURG, PA.-WASHINGTON, D. C.

### Two Routes connecting the Philadelphia-Harrisburg-Gettysburg Route with the National Capital.

There are two very beautiful routes between these two points, one by way of Emmittsburg, Md., thence to Frederick, Md., and on to Washington via Rockville, Md., a distance of 69 miles. Frederick, Md., being 32 miles from Gettysburg, makes it a very desirable place for parties to lunch or, if making a late start from Gettysburg, to spend the night.

The conditions of roads, etc., for this route are as follows: the distance from Gettysburg, Pa., to Emmittsburg, Md., is 10 miles, with a number of hills en route; yet the road is a very fair one and usually in good condition. After leaving Emmittsburg the tourist strikes the Frederick Pike, and for the next 22 miles, or to Frederick, the road is magnificent — just like a floor. From this point to Washington the roads are very good country roads, the scenery over this route being very fine indeed.

The second and, in the judgment of very many tourists, the best and finest route so far as scenery and historical matters are concerned, is via Hagerstown, Md., and Harpers Ferry, W. Va. Leaving Gettysburg, take a very fair country road to Fairfield, Pa., which is eight miles. From the latter town take the Waynesboro Pike, which is a grand road, to Hagerstown, Md., 32 miles from Gettysburg.

### Historic Country all the Way.

Along this route you go over the Blue Ridge range of the South Mountains, and pass such famous summer resorts as Monterey, Pen-Mar, and a number of smaller places. Here will be seen some of the grandest scenery in the whole country. Leaving Hagerstown, the run of 13 miles to Harpers Ferry is made through the Shenandoah Valley, made famous by the Civil War.

From Harpers Ferry the distance to Washington is about 65 miles, through a very interesting part of southern country, and over very fair roads, though quite sandy in some places. This route, though 109 miles as against 69 by the first route, is well worth the necessary time and extra distance. Most people would prefer the latter route on account of the more scenic and historical associations it contains.

The run from Harrisburg and Gettysburg to Washington by the longer of these two lines is identical as far as Hagerstown with the principal route from central Pennsylvania into the Shenandoah Valley of Virginia. Map, page 297, shows this connection all the way from Harrisburg to Natural Bridge, a total distance of over 250 miles.



## PHILADELPHIA, PA., TO BALTIMORE, MD.

### Via Lancaster and York.

This route, which uses the old Lancaster Pike as a means of reaching inland Pennsylvania, is considerably traveled by motorists. But it is very bad going at times in spots, and for that reason through trips are not planned this way as often as to Harrisburg and Gettysburg, via Lebanon and Reading. It is an important link, however, in reaching a number of important cities and towns.

### The Exit from Philadelphia.

From Public Buildings, center of city, keep south on S. Broad St. to Walnut St., right on Walnut St. to Thirty-ninth St., right on Thirty-ninth St. to Market St., and left on Market St. to Sixty-third St. Turn right and keep straight on to Lancaster Pike (Overbrook), turning left into Overbrook (City Line Toll Gate). Straight on through Wynnewood, Ardmore, Haverford, and Bryn Mawr; four miles farther on pass through Wayne.

On with the same Lancaster Pike, crossing the railroad at Eagle. After passing through Devon, there are some hills on the way to Paoli.\* Here, either keep pike straight on or, as some prefer, bear left at fork less than a mile out of Paoli, just before reaching the West Chester intersection. The route then runs by a straight and fine road out to Downingtown, where make sharp turn right to cross tracks, and again join the Lancaster Pike. The run from Downingtown is then direct and unmistakable to

**39 miles from Philadelphia.**

**Coatesville.**

Coatesville, leave pike, turn right up creek, and turn left beyond brook; then turn left at Wagontown (two miles) to Compassville (five and one-half miles) direct to White Horse. Take right fork through Intercourse (six and one-half miles — roads poor) and Bird-in-Hand (four miles to seven miles) to

**65-66 miles from Philadelphia.**

**Lancaster.**

On from Lancaster, over usually first-class turnpike, through Rohrerstown and Mountville to Columbia; here cross bridge over Susquehanna to Wrightsville. From Wrightsville go over first-class roads through a beautiful country, about twelve miles, to York. Enter by East Market St. to intersection with George St., business center of

**91-93 miles from Philadelphia.**

**York, Pa.**

\* Left fork just beyond Paoli, runs to West Chester, thence through Sager's Mills, Chad's Ford, and Double Bridge, to Wilmington, Del.

From York, continue direct through East Market St. to West Market St., in a south-by-west direction, on what is known as the York-Gettysburg Turnpike. The road is direct to Thomasville, about six miles away, with the exception of three forks. These should be carefully watched, and any inquiries made should be always for the York-Gettysburg Turnpike. The first fork is less than a mile from York, after crossing the railroad track; here keep left. Again take the left fork a short two miles further on, and about a mile or more before reaching Thomasville (at the junction of three roads) keep right on the turnpike. From Thomasville the turnpike is unmistakable to Hocktown and

**102-105 miles from Philadelphia.**

**Abbottstown.**

At Abbottstown, leave the York and Gettysburg Turnpike, bearing left in a southeasterly direction for Hanover; then through Hanover an in a southwesterly direction to Littlestown. When shown on a large scale map, the line between Abbottstown, Hanover, and Littlestown makes a very prominent double curve.

**121-123 miles from Philadelphia.**

**Littlestown.**

### **Side Tour to Gettysburg.**

Abbottstown and Littlestown are both possible starting points for short detours to Gettysburg — the former nearer when coming from the north, the latter nearer when coming from the south.

From Abbottstown run out to New Oxford on the York-Gettysburg Turnpike. The road is unmistakable, and from this point to Gettysburg, through Granite Hill, the turnpike is most of the time near the railroad.

From Littlestown, Gettysburg and the National Cemetery are only 11 miles distant, via Germantown, over good roads. If over-night hotel accommodations are needed on this portion of the route, it would probably be worth while to run to Gettysburg for same, irrespective of the historic character of that locality.

### **To Westminster, Md., and Baltimore.**

At Littlestown, whether direct from York and Hanover, via Abbottstown, or from Gettysburg, the motorist again joins the main route from York to Westminster, and proceeds thence into Westminster, Md.

Leaving Westminster, pass out under railroad, and start at once on the Westminster turnpike for Carrollton, taking care to take the left fork a little less than a mile out. This turnpike is of limestone, as are most of the important roads in that part of

the country. It is moderately level nearly all the way, and there is little difficulty in keeping to it.

From Carrollton keep on through Sandyville to Finksburg, and thence to Reisterstown, the way direct and unmistakable, there being no road of equal importance to the main pike, and therefore little opportunity to get off the route. This makes up a run of about 14 miles over an easy road.

From Reisterstown the pike run almost due southeast five miles to Greenspring Junction, and then two miles further on to Pikesville. Keeping straight on over a remarkably good road in pleasant weather, pass through Howardsville less than two miles further, and finally bring up in Arlington, 24 or 25 miles from Westminster. Proceeding from Arlington along the railroad, the tourist soon comes into Druid Hill Park, and through or along the edge of this enters the city by a choice of several good streets and avenues, which connect Druid Hill Park with all parts of

**157-160 miles from Philadelphia. Baltimore, Md.**

It is the concensus of opinion among motorists who have followed this general line between Philadelphia and Baltimore that it is a very satisfying trip. The distance is, naturally, at least a half longer. But if the idea of the tourist is to enjoy the beauties along the way, and take his time at it, he can accomplish his purpose better by touring through the richest and most fertile sections of Pennsylvania and Maryland than by pushing through the sand encountered on the direct Philadelphia-Baltimore line. Furthermore, the field of Gettysburg is easily included, and the scenery and the towns passed through en route are far more interesting.

### **A Region of "Pikes."**

Baltimore is connected with the surrounding country by a system of pikes, the principal ones being the Frederick, the Franklin, the Liberty, York, Harford, and the Belair. For a comparatively short run the Franklin is perhaps the best, being fairly level, through a section always interesting and sometimes with grand scenery. The Liberty Pike is extremely hilly, while the Frederick and the York pikes have fair surfaces.

For city and suburban travel the pikes are little used, as they usually begin at the outskirts of the towns and cover sections where modern road-building has scarcely been begun. When the pikes are in their best condition, good time can be made over them, but at other times traveling over them is often slow and difficult.



# BALTIMORE, MD.-SHENANDOAH VALLEY LINE.

The Route from Baltimore to Frederick and Hagerstown,  
Md.; to Winchester, Staunton, Lexington, and  
Natural Bridge, Va.

PLACES.	Total Distance.	Distance between Points.	Material of Road.	Remarks.
BALTIMORE, { ELLICOTT CITY, }	10 $\frac{7}{8}$	10 $\frac{7}{8}$	Pike.	For Balto.-Ellicott C., see pp. 278-9.
PINE ORCHARD P. O.,	15	4 $\frac{1}{8}$	Pike.	Direct.
ST. CHARLES COLLEGE.	16 $\frac{1}{4}$	1 $\frac{1}{4}$	Pike.	Direct.
MAYFIELD P. O.,	18 $\frac{1}{8}$	1 $\frac{7}{8}$	Pike.	Direct.
CLARKSON P. O.,	19 $\frac{1}{4}$	1 $\frac{1}{8}$	Pike.	Direct.
X Roads, COOKSVILLE,	24 $\frac{1}{8}$	4 $\frac{7}{8}$	Pike.	Direct.
X Roads, LISBON,	27 $\frac{1}{4}$	3 $\frac{1}{8}$	Pike.	Direct.
POPLAR SPRINGS,	28 $\frac{1}{2}$	1 $\frac{1}{4}$	Pike.	Direct.
RIDGEVILLE,	32 $\frac{7}{8}$	4 $\frac{3}{8}$	Pike.	Direct.
PLANE No. 4,	35 $\frac{3}{8}$	2 $\frac{1}{2}$	Pike.	Direct.
NEW MARKET,	39 $\frac{1}{8}$	3 $\frac{3}{4}$	Pike.	Direct.
MONOCACY RIVER,	44 $\frac{1}{2}$	5 $\frac{3}{8}$	Pike.	Direct.
FREDERICK, Summit,	47 $\frac{1}{4}$	2 $\frac{3}{4}$	Pike.	Direct.
CATOCTIN MOUNTAIN,	52 $\frac{1}{2}$	5 $\frac{1}{4}$	Pike.	Direct.*
MIDDLETOWN,	55 $\frac{1}{2}$	3	Limestone Pike.	Direct.
SOUTH MOUNTAIN,	60 $\frac{3}{4}$	5 $\frac{1}{4}$	Limestone Pike.	Direct.
BOONESBORO,	63 $\frac{1}{4}$	2 $\frac{1}{2}$	Limestone Pike.	Direct.†
FUNKSTOWN,	71 $\frac{1}{2}$	8 $\frac{1}{4}$	Limestone Pike.	Direct. Turn left for Antietam.
Court House, HAGERSTOWN,	74 $\frac{3}{4}$	2 $\frac{7}{8}$	Limestone Pike.	Direct.
WILLIAMSPORT,	81 $\frac{1}{8}$	6 $\frac{3}{4}$	To water's edge.	Direct.
POTOMAC RIVER, MARY- LAND & W. VIRGINIA.		X	Ferry.	
MARLOW P. O.,	82 $\frac{7}{8}$	1 $\frac{3}{4}$	Limestone Pike.	Direct.
FALLING WATERS,	85 $\frac{3}{4}$	2 $\frac{7}{8}$	Stone Pike.	Direct.
MARTINSBURG,	94 $\frac{3}{8}$		Limestone Pike.	Direct.
DARKSVILLE,	102 $\frac{1}{8}$	7 $\frac{3}{4}$	Limestone Pike.	Four toll-gates on this division.
BUNKER HILL,	105 $\frac{1}{8}$	3	Limestone Pike.	Direct.

\* Tomb of Francis Scott Key in Frederick.

† Historic Battle Grounds at South Mountain and Boonesboro.

# Baltimore, Md.-Shenandoah Valley Line. — Continued.

PLACES.	Total Distance.	Distance between Points.	Material of Road.	Remarks.
BUNKER HILL,	105 $\frac{1}{8}$	2 $\frac{5}{8}$	Limestone Pike.	Direct.
REST P. O.,	107 $\frac{3}{4}$	3 $\frac{1}{8}$	Limestone Pike.	Direct.
CLEARBROOK,	110 $\frac{7}{8}$	6 $\frac{1}{2}$	Limestone Pike.	Direct.
WINCHESTER,	117 $\frac{3}{8}$	3 $\frac{3}{4}$	Limestone Pike.	At lower end of town turn right.
KERNSTOWN,	121 $\frac{1}{8}$	3 $\frac{3}{4}$	Limestone Pike.	Direct.
STEPHEN'S CITY,	124 $\frac{7}{8}$	6	Limestone Pike.	Direct.
MIDDLETOWN,	130 $\frac{7}{8}$	5 $\frac{3}{4}$	Limestone Pike.	Direct.
STRASBURG,	136 $\frac{5}{8}$	5 $\frac{1}{2}$	Limestone Pike.	Direct.
TOM'S BROOK,	142 $\frac{1}{8}$	2	Limestone Pike.	Direct.
MAURETOWN,	144 $\frac{1}{8}$	4 $\frac{1}{4}$	Limestone Pike.	Direct.
WOODSTOCK,	148 $\frac{3}{8}$	5 $\frac{5}{8}$	Limestone Pike.	Direct.
EDINBURG,	154	7 $\frac{3}{8}$	Limestone Pike.	Direct.
MT. JACKSON,	161 $\frac{3}{8}$	7 $\frac{1}{8}$	Limestone Pike.	Direct.
NEW MARKET,†	168 $\frac{1}{2}$	6 $\frac{1}{2}$	Limestone Pike.	Direct.
TENTH LEGION,	175	12 $\frac{1}{8}$	Limestone Pike.	Direct.
HARRISONBURG,	187 $\frac{1}{8}$	8	Limestone Pike.	Direct.
MT. CRAWFORD,	195 $\frac{1}{8}$	7 $\frac{5}{8}$	Limestone Pike.	Direct.
MT. SIDNEY,	202 $\frac{3}{4}$	10 $\frac{3}{4}$	Limestone Pike.	Direct.
STAUNTON,	213 $\frac{1}{2}$	13 $\frac{3}{4}$	Dirt Pike.	
GREENVILLE,	227 $\frac{1}{4}$	6 $\frac{1}{2}$	Dirt Pike.	
MIDWAY,	233 $\frac{3}{8}$	18 $\frac{5}{8}$	Dirt Pike.	
LEXINGTON,*	252 $\frac{3}{8}$	15 $\frac{1}{8}$	Dirt Road	
NATURAL BRIDGE,	267 $\frac{1}{2}$			

\* Lexington to Buena Vista, 8  $\frac{1}{2}$  miles, fairly good dirt road.

† Connection to Luray given below.

## New Market to Luray.

PLACES.	Total Distance.	Distance between Points.	Material of Road.	Remarks.
NEW MARKET,	0.	4	Clay.	
TOP OF MOUNTAIN,	4	6	Clay.	
FERRY,	10	4	Macadam.	
LURAY,	14			

# WASHINGTON, D. C., TO FREDERICK, MD.

## Via Rockville and Hyattstown.

PLACES.	Total Distance.	Distance between Points.	Material of Road.	Remarks.
WASHINGTON, } SLIGO, }	7¾	7¾	Asphalt & Macadam	7th Street and Brightwood Av. Direct.
WHEATON,	10⅞	3⅛	Limestone Pike.	
ROCKVILLE,	17⅞	7	Dirt, &c.	At Wheaton turn left and direct.
GAITHERSBURG,	23	5⅛	Sand, &c. Dirt.	At center of town turn right.
MIDDLEBROOK P. O.,	26⅞	3⅞	Dirt.	Keep direct.
CLARKSBURG,	32	5⅛	Dirt.	Direct.
HYATTSTOWN,	35¾	3¾	Dirt.	Direct.
URBANA,	40⅓	4⅜	Pike.	Direct.
FREDERICK JUNCTION,	44⅓	4	Limestone Pike, &c.	Direct.
FREDERICK,	47⅞	3½	Limestone Pike, &c.	Direct.

## Frederick, Md., to Berkley Springs, W. Va.

PLACES.	Total Distance.	Distance between Points.	Material of Road.	Remarks.
FREDERICK,	47⅞			
HAGERSTOWN,	74¾	27⅛	.....	As above route.
HANCOCK,	102	27¼	.....	
BERKLEY SPRINGS,	108¼	6¼	.....	To Berkley is a delightful run.

## Hagerstown, Md., to Cumberland, Md.

PLACES.	Total Distance.	Distance between Points.	Material of Road.	Remarks.
HAGERSTOWN,	74¾			
Summit of Mountain,	87⅞	13¼	Limestone Pike, &c.	As per route page 294.
FAIRVIEW,		3	Pike.	Down hill to Indian Spring.
INDIAN SPRING,	90⅞	11	Pike.	Direct.
HANCOCK,	101⅞	13⅞	Pike.	
PINEY GROVE P. O.,	115½	13⅞	Pike.	Between Hancock and Cumberland 5 mountains to ascend.
FLINTSTONE,	128⅞	13¼	Pike.	Direct.
CUMBERLAND,	141⅞			

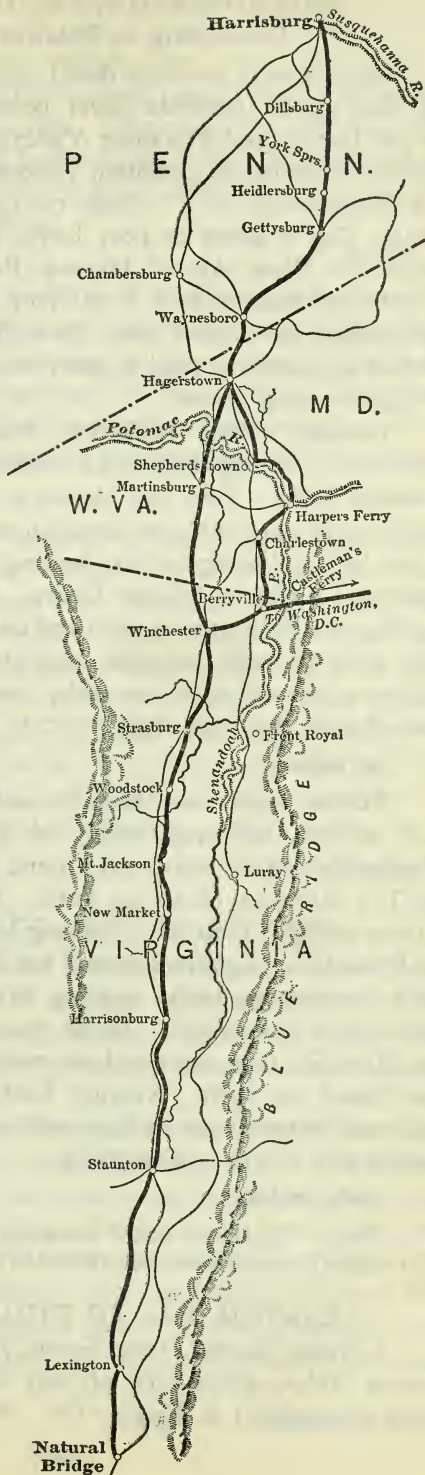


## SHENANDOAH VALLEY LINE.

The map on this page shows at a glance the principal route into the Shenandoah Valley of Virginia. At Hagerstown, Md., the routes from both Gettysburg and Baltimore join, the former of which is outlined in full in the drawing. From Hagerstown it is very nearly one through north and south line across the Potomac River and over a portion of West Virginia into Virginia.

Thence through a section of splendid scenic and historic interest, via Winchester, Strasburg, Harrisonburg, Staunton, and Lexington. At Natural Bridge most automobile tours come to an end, but if desired they can be extended still farther south to Roanoke. For Hagerstown-Natural Bridge, see table, pages 294-295.

Some of the best roads in the country are in the Shenandoah Valley; and it is an ideal country to travel over, especially in the fall. The map shows an optional way from Hagerstown to Winchester by Harpers Ferry and Charlestown; also the beginning of a direct line from Winchester toward Washington, D. C., via Berryville and Castlemans Ferry.



## PHILADELPHIA, PA., TO EASTON, PA.

### Connecting to Delaware Water Gap

This route is the most direct line from Philadelphia to middle and upper Delaware River points; also from Philadelphia to the Lehigh and Wyoming Valleys, Pa., through which tours may be extended to Scranton, Wilkesbarre, and North and West via Binghamton, N. Y. Shale road along Delaware River from Water Gap is direct to Port Jervis, N. Y., with connections to points on West side of Hudson River, through splendid hill country of southeastern New York State. Merged with corresponding lines from New York, Trenton, Newark, etc., this makes an extensive road system, intersecting a large number of popular touring routes.

Leaving Public Buildings, Philadelphia, keep North on Broad St., turning right (5.4 miles out) from Broad St. into Fisher's Lane. Turn left almost at once into Old York Road (toll), and pass through Branchtown and Melrose to Ogontz. Turn left, following trolley, bearing right at next fork to Jenkintown; direct to Willow Grove. After railroad crossing, at grade, turn right around hotel and on with Old York Road about two miles to trolley crossing near Stone Bridge. Turn left and follow telephone poles one mile, crossing trolley again at blind end of road, then turn right direct to

26 miles.

Doylestown.

Follow trolley on Main St. and out to Dansboro, turning left at fork, still with trolley en route to Plumsteadville and Pipersville. Turn sharp left around hotel and down steep grade to The Harrows (hotel on left). Turn sharp right to Revier (store and P. O. on left), turning left at blind end of dirt road to Fernedale. Continue around hotel on right and on to Kintersville (stream on left), crossing first covered wood bridge on right, then iron bridge. Direct road to Riegelsville. Turn left on Main St., then right and out macadam road, Delaware River and canal on right. Nearing Easton, after passing overhead railroad Station, turn right, crossing bridge to South Third St., which take North to Center Sq.,

58-60 miles.

Easton.

NOTE. Optional route between Dansboro and Kintersville (21 miles) via Gardenville, Point Pleasant, and Erwinna.

## EASTON, PA., TO PHILADELPHIA, PA.

Leaving Easton, keep South Third St. (brick pavement) across bridge, where turn left and follow trolley along the river road (macadam) to Riegelsville. At printing office (on right)

turn left on main street; turn right on street near bridge over canal. Follow dirt road to Durham Furnace. Pass under railroad bridge, then over iron bridge, then over small wooden bridge, where turn left and follow river road. Cross and recross canal (dirt road) to Kintersville. Cross wooden covered bridge and turn right, direct road to Fernedale. Pass around hotel on left, up long steady grade to blind end (white house on left), and straight ahead, turning right to

**16 miles.**

**Revier.**

Post Office and store on right at Revier. Continue on direct but winding road to blind end, where turn left to The Harrows (hotel on right). Continue by direct road, cross stone bridge and up steep winding grade to Pipersville. Turn sharp right around hotel and continue direct on dirt road—bad in wet weather—to Plumsteadville; thence direct stone road to

**32 miles.**

**Doylestown.**

Leaving Doylestown, continue on main street and follow trolley on toll road. After crossing stone bridge (9.6 miles, house on right), turn left and cross trolley on stone road—toll—for Old York Road. Continue short distance to blind end; stone bridge on left near Hatfield. Cross trolley and turn right on Old York Road—toll—to Willow Grove. Pass around hotel on left; cross railroad at grade and follow trolley on macadam toll road. Pass under Philadelphia and Reading railroad truss bridge, and turn one short block right, then left on Broad St.—asphalt—to Public Buildings, center of city,

**58-60 miles.**

**Philadelphia.**

### **EASTON, PA., TO NEW YORK CITY.**

This is a direct short line between the points named, and would frequently be used in making quick return tours from Delaware River points, as well in planning circular round trips in the interior section broadly covered by the routes across northern New Jersey.

Leaving Easton keep East on Northampton St.—brick pavement—crossing bridge to Phillipsburg, N. J. Continue on across railroad, turn left, leave brick pavement and take macadam up grade at fork (right). On, over dirt road about four miles, then macadam to Washington. Continue on Main St., passing under railroad structure; then turn right and cross railroad on wooden bridge, thence direct road to Pennville. Do not cross iron bridge, but take left fork and continue on direct road to

**17 miles.**

**Beattystown.**



Continue on dirt road to junction with macadam (bridge on right) ; turn right, cross bridge and continue on macadam to Schooley's Mountain, avoiding left turn for Hackettstown, unless wishing to go to that place. From Schooley's Mountain down steep grade to German Valley, and direct through route to Chester, Morristown, Springfield, and

**64 miles.**

**Newark.**

From Newark to New York all routes apply which are given in detail in both the New York-Philadelphia tours and the New York City-Morristown tours, which see. Most direct route from Newark to New York at this writing is Broad St. into Market St. into the Newark Plank Road to Hudson County Boulevard. Left turn on Boulevard to right turn into Glenwood Ave. into Mercer St., around City Hall (Jersey City) ; thence by Henderson, York, Hudson, and Exchange Sts., to Pennsylvania railroad ferries, to West Twenty-third St., Cortlandt St., or Desbrosses St.,

**73 miles from Easton.**

**New York City.**

"Annex" boat from Pennsylvania ferry makes direct landing at foot of Fulton St., Brooklyn, with connections to all Long Island points.

## **OTHER PENNSYLVANIA ROUTES.**

Routes across central and western Pennsylvania are few and far between, with nothing approaching a good thoroughfare for the entire distance. Trips have been made from Harrisburg to Pittsburg over the mountains via Mifflintown, Huntington, Altoona, Cresson, Johnstown, and Greensburg. Also by way of Carlisle, Chambersburg, Bedford, and Greensburg. Both of these lines are shown on the map, pages 259-60 ; but accurate riding detail is almost wholly lacking up to this time.

The Pittsburg-Erie route is by way of Etna to Butler, 32 miles, all plank road ; from Butler to Mercer, clay road in fair condition ; from Mercer to Meadville, fair ; from Meadville to Saegerstown and Erie, good most of the way. This route may be extended to Buffalo, N. Y., over the famous 100-mile run along the shore of Lake Erie.

The road from Pittsburg to Wheeling is not very good ; from Pittsburg to Carnegie, from Carnegie to Canonsburg, from Canonsburg to Washington, Pa. From Washington there is a straight road right to Wheeling, the National Pike Road, shown by the special map, page 280.

## Harrisburg to Pittsburg via Chambersburg and Johnstown.

Places.	Intermediate Distance.	Total Distance.	Material of Road.
Harrisburg, . . .	0.00	0.00	Stone Pike.
Hoguestown, . . .	7.00	7.00	Stone Pike.
Kingston, . . .	3.00	10.00	Stone Pike.
Carlisle, . . .	6.00	16.00	Stone Pike.
Shippensburg, . . .	22.00	38.00	Stone Pike.
Chambersburg, . . .	11.00	49.00	Stone Pike.
Bedford (Springs), . . .	53.00	102.00	Abandoned Pike.
New Baltimore, . . .	21.00	123.00	Clay and Sand.
Roxbury, . . .	10.50	133.50	Abandoned Pike.
Somerset, . . .	11.50	145.00	Abandoned Pike.
Stoystown, . . .	11.00	156.00	Abandoned Pike.
Johnstown, . . .	18.00	174.00	Various.
Greensburg, . . .	47.00	221.00	Pike.
Braddock, . . .	21.50	243.50	Clay, Sand, etc.
Pittsburg, . . .	10.50	255.00	Asphalt, Macadam.

Total distance from Philadelphia to Pittsburg, via Reading, Lebanon, Harrisburg, Carlisle, Chambersburg, Johnstown, and Braddock, about 369 miles.

## Harrisburg to Pittsburg via Altoona and Johnstown.

Places.	Intermediate Distance.	Total Distance.	Material of Road.
Harrisburg, . . .	0.00	0.00	
Newport, . . .	33.00	33.00	Various.
Thompsontown, . . .	11.00	44.00	Slate and Clay.
Mifflintown, . . .	10.00	54.00	Clay.
Lewistown, . . .	12.00	66.00	Stony.
Allenville, . . .	21.00	87.00	Limestone Pike.
Huntingdon, . . .	16.00	103.00	Clay and Slate.
Alexandria, . . .	8.50	111.50	Clay, etc.
Sinking Valley P. O.,	13.00	124.50	Slate and Mud.
Altoona, . . .	12.50	137.00	City Sts. and Various.
Cresson Springs, . . .	18.00	155.00	Limestone Pike.
Johnstown, . . .	28.00	183.00	Clay, Stone, and Mud.
Bolivar, . . .	20.00	203.00	Various.
Blairsville, . . .	8.00	211.00	Clay.
New Salem, . . .	16.00	227.00	Clay.
Murraysville, . . .	6.50	233.50	Clay.
Pittsburg, . . .	15.50	249.00	City Sts. and Various.

Total distance Philadelphia to Pittsburg, via Reading, Lebanon, Harrisburg, Lewistown, Altoona, and Blairsville, 353 miles. Enter Pittsburg via Wilksburg and East Liberty.

# **OUTLINE OF ROUTES TO ALLENTOWN AND BETHLEHEM, PA.**

## **1. From Philadelphia.**

From the Public Buildings, Philadelphia, keep north to Spring Garden St., to left turn to 25th St., to right turn one square to Green St. entrance to Fairmount Park. Follow "East Drive" along Schuylkill River and Wissahickon Creek, keeping right into Lincoln Drive to Wissahickon Ave. Turn left and follow this avenue to the end at Allen's Lane; turn right into Allen's Lane and follow to Germantown Ave., Chestnut Hill.

Turn left at Chestnut Hill and  $1\frac{1}{4}$  miles beyond take left fork — Perkiomen Turnpike — past Mount St. Joseph Academy. About one mile beyond take right fork and continue on Pike direct to Hickorytown and Fairview. Direct on to bridge over Perkiomen Creek, which cross and take left fork to

**30 miles from Philadelphia.**

**Collegeville.**

Places.	Total Distance Miles.	Distance Between Points.	Material of Road.
Collegeville, . . .	30.00	0.00	
Delphi, . . . . .	36.00	6.00	Loam.
Perkiomenville, . .	39.50	3.50	Gravel.
Green Lane, . . . .	42.00	2.50	Gravel.
Red Hill, . . . . .	45.00	3.00	Gravel.
Palm, . . . . .	48.00	3.00	Gravel.
Treichlersville, . .	50.00	2.00	Gravel.
Zionsville, . . . . .	55.00	5.00	Gravel.
Emaus, . . . . .	59.00	4.00	Pike.
Allentown, . . . . .	65.50	6.50	Pike.

Bethlehem is  $5\frac{1}{2}$  miles from Allentown.

## **2. From Reading.**

Places.	Total Distance Miles.	Distance Between Points.	Material of Road.
Reading, . . . . .	0.00	0.00	
Black Bear, . . . .	2.00	2.00	Pike.
Jacksonwald, . . . .	5.00	3.00	Macadam.
Oley Line, . . . . .	7.00	2.00	Macadam.
Yellow House, . . . .	12.00	5.00	Macadam.
Boyertown, . . . . .	18.00	6.00	Stone and Dirt.
Zionsville, . . . . .	30.00	12.00	Clay.
Shimersville, . . . .	32.00	2.00	Stone and Dirt.
Emaus, . . . . .	34.00	2.00	Stone and Dirt.
Allentown, . . . . .	40.50	6.50	Clay.

Bethlehem is  $5\frac{1}{2}$  miles from Allentown.



# DELAWARE WATER GAP-WILKESBARRE-ELMIRA, N. Y., LINE.

## Lehigh Valley Route.

PLACES.	Total Distance.	Distance between Points.	Material of Road.	Remarks.
DELAWARE WATER GAP,	0			
STROUDSBURG,	4	4	Various.	Via Experiment Mills.
BARTONSVILLE,	9	5	Stony.	
McMICHAELS,	17	8	Various.	Turn right & go via Long Lake.
STODDARDSVILLE,	34	17	Stony.	
TUCKERS,	37	3	Stony.	
WILKESBARRE,	52	15	Various.	From Pittston to Tunkhannock by Ransom and Glens Falls. Road on both sides of river, with ferries or bridges at these points.
PITTSTON,*	61	9	Various;	
TUNKHANNOCK,	81	20	Some Sand.	
MESHOPPEN,	91	10	Hilly : Clay, Sand, and Dirt.	
LACEYVILLE,	99	8		
WYALUSING,	109	10		
TOWANDA,	130	21		
ATHENS, PA.,	145	15	Various.	Via Sayre, Pa. & Waverly, N. Y.
ELMIRA, N. Y.,†	167	22	Various.	

\* Scranton, 9 miles from Pittston via Lackawanna; enter Scranton by Lackawanna Avenue.

† For detail of entrance into Elmira, see top page 196.

## OUTLINE OF ROUTE HARRISBURG, PA., TO WILLIAMSPORT, PA.

Places.	Total Distance Miles.	Distance Between Points.	Material of Road.
Harrisburg, . . .	0.00	0.00	
Dauphin, . . .	9.00	9.00	Pike.
Clark's Ferry, . . .	17.00	8.00	Slate.
New Buffalo, . . .	21.00	4.00	Sand and Clay.
Liverpool, . . .	30.00	9.00	Clay and Slate.
McKee's Half Falls, . . .	38.00	8.00	Sand and Slate.
Selinsgrove, . . .	50.00	12.00	Slate and Rock.
Northumberland, . . .	57.00	7.00	Pike and Slate.
Milton, . . .	69.00	12.00	Clay and Sand.
Muncy, . . .	83.00	14.00	Natural Soil.
Montoursville, . . .	93.00	10.00	Dirt and Sand.
Williamsport, . . .	97.00	4.00	Dirt and Sand.

## OUTLINE OF ROUTE, READING, PA., TO WILLIAMSPORT, PA.

Places.	Miles.	Total Miles.
Reading, . . . . .	0	0
Leesport, . . . . .	7	7
Shoemakerville, . . . . .	4	11
Hamburg, . . . . .	5	16
Port Clinton, . . . . .	4	20
Hecla, . . . . .	11	31
Tamaqua, . . . . .	8	39
Hazleton (via Gearhartsville and Audenried), . . . . .	14	53
Drifton, . . . . .	7	60
Top of Mountain, . . . . .	7	67
Conyngham, . . . . .	2	69
Briggsville, . . . . .	11	80
Berwick, . . . . .	3	83
Bloomsburg, . . . . .	12	95
Jerseytown, . . . . .	11	106
Muncy, . . . . .	15	121
Williamsport, . . . . .	14	135

By this route Williamsport would be 135 miles from Reading, and 189 miles from Philadelphia.

## OUTLINE OF ROUTE FROM WILMINGTON, DEL., TO NORFOLK, VA.\*

Places.	Total Distance Miles.	Distance Between Points.	Material of Road.
Wilmington, Del., . . . . .	0.00	0.00	
New Castle, . . . . .	6.50	6.50	Macadam and Gravel.
St. George's, . . . . .	16.00	9.50	Gravel.
McDonough, . . . . .	20.00	4.00	Gravel.
Odessa, . . . . .	23.00	3.00	Gravel.
Fieldsboro, . . . . .	29.50	6.50	Gravel.
Blackbird, . . . . .	32.50	3.00	Sand and Gravel.
Smyrna, . . . . .	37.50	5.00	Sand and Gravel.
Dover, . . . . .	49.00	11.50	Sand and Gravel.
Five Points, . . . . .	54.00	5.00	Sand and Gravel.
Magnolia, . . . . .	57.00	3.00	Sand and Gravel.

\* Intermediate directions not yet available; this may serve, however, as a base line for automobile tours in this section.

# Wilmington, Del., to Norfolk, Va. — Continued.

Places.	Total Distance Miles.	Distance Between Points.	Material of Road.
Frederick, . . .	61.00	4.00	Sand and Gravel.
Milford, . . .	69.00	8.00	Sand and Gravel.
Robinson X Roads, .	77.00	8.00	Sand.
Milton, . . .	83.00	6.00	Sand.
Harbeson, . . .	87.50	4.50	Sand.
Millsborough, . . .	98.00	10.50	Sand.
Frankford, . . .	105.50	3.00	Sand.
Roxana, . . .	109.00	3.50	Loam.
Hallwood, . . .	166.50		Clay.
Parksley, . . .	174.00	7.50	Clay.
Olney, . . .	181.50	7.50	Clay.
Mappsburg, . . .	189.50	8.00	Clay.
Nassawadox, . . .	198.00	8.50	Clay.
Bird's Nest, . . .	201.00	3.00	Clay.
Eastville, . . .	208.00	7.00	Clay.
Cheriton, . . .	212.50	4.50	Sand and Clay.
Cape Charles, . . .	217.00	4.50	Sand and Clay.
Norfolk, . . .	By Steamer.		

## ST. LOUIS, MO., TO PHILADELPHIA, PA.

### A Skeleton Itinerary across Illinois, Indiana, and Ohio to Wheeling, W. Va., and Pittsburg; thence across Pennsylvania to Philadelphia.\*

Leave St. Louis via the Viaduct, foot of Washington Ave., to East St. Louis (Ill.), follow trolley line and good stone road for 10 miles further to Collinsville (12 miles); leave via Main St., turn left, following car tracks for five miles, and then telegraph poles to Troy (19 miles), and to St. Jacobs (26½ miles); to Highland (31¾ miles); leave via Troxler St., turn left at end of street, taking first right fork direct to Pocahontas (43¾ miles).

Out Main St., following telegraph poles, take first right turn after crossing long bridge, and follow telgraph poles to Greenville (54¾ miles); leave via Second St., to Beaumont Ave., continue on road with telegraph poles; turn right at end of road, following poles to Mulberry Grove (64 miles). Turn left up Main St. to second street on right, then follow poles through Hagerstown (71 miles) to

75 miles from St. Louis.

Vandalia, Ill.

\* Schedule prepared by Megargel and Harrison for return trip of the A. A. A. tourists from Louisiana Purchase Exposition, 1904.



Leave Vandalia via Main St. and National Highway to St. Elmo (88½ miles), continuing on National Highway to Altamont 94½ miles); turn left at Dexter (98½ miles), taking Prairie Road into Effingham (106½ miles). Leave via Main St. and National Highway to Mt. Rose (116½ miles); to Jewett (123 miles); to Greenup (129 miles). Out Main St. and follow National Highway to Casey (138 miles); to Martinsville (144½ miles); to Marshall (155¾ miles); and on down National Highway to

170 miles from St. Louis.

Terre Haute, Ind.

#### Direct Line across Indiana and Ohio.

Leave Terre Haute via Main St. and National Highway to Brazil (186 miles); to Reeleville (194¼ miles). Turn left after crossing covered bridge, following National Highway and telegraph poles to

247 miles from St. Louis.

Indianapolis, Ind.

Leave Indianapolis via Illinois Ave. and National Highway to Greenfield (268 miles); to Knightstown (284 miles); to Cambridge City (301 miles); to Richmond (317 miles). From Richmond via National Highway, following trolley line to Eaton (Ohio) (333 miles); to Dayton (359 miles). Out Main St., turn left with car tracks on Springfield St., follow telegraph poles to Springfield (384 miles). Leave via Main St., to

428 miles from St. Louis.

Columbus, Ohio.

Leave Columbus via Broad St., to Champion Ave., to Franklin, to Miller, to Main St., and out National Pike to Zanesville (500 miles).

#### Condensed Schedule East of Zanesville.

Cambridge, Ohio (526 miles).	Chambersburg (788¾ miles).
Wheeling, W. Va. (566½ miles).	Gettysburg (835¼ miles).
Washington, Pa. (592 miles).	York (875 miles).
Pittsburg (658 miles).	Coatesville (925¼ miles).
Ligonier (707¼ miles).	Philadelphia (967¼ miles).
Bedford (756¾ miles).	

(All distances from St. Louis.)

The above schedule will be of useful interest, but like all others covering the same territory, it fails in respect to running directions east from Pittsburg to Harrisburg or Gettysburg. Map opposite page 281 shows connection of the old National Road to Baltimore, Md., from which all important middle seaboard points are reached.

## BUFFALO, N. Y., TO ERIE, PA.\*

This is the principal route west and southwest from Buffalo, and one of the finest runs of its length in the United States. Mostly lake levels — a few slight grades. Distance slightly under 100 miles; frequently referred to as a "Century Course"; can be covered without a stop. It is the first link in the route from Buffalo to Cleveland, Toledo, and Chicago, also a part of the run from Buffalo to Pittsburg, via Cleveland and vice versa.

Leave Buffalo down Main St. to Swan St., in lower business section, turn left on Swan St. and keep ahead 13 blocks, when turn right from Swan St. to Hamburg St. — two short blocks very rough cobble stones. Cross first over, then under railroad bridge and on to Elk St. Partly over viaduct curve right into Abbott Road and keep with trolley over railroad bridge and over Buffalo Creek. Right with trolley from Abbott to Triangle St. which, beyond, curves into South Park Ave. After passing Conservatory (on right) follow trolley to next right turn — Bridge Road — which take. Cross bridge over railroad and at new steel works turn left on Shore Road to Woodlawn Beach. Follow telegraph poles past Fresh Air Mission at forks and Shore Road to Wanakah. Various curves in route, but keep telegraph poles to Idlewood and Evans Center. Pass sign "Angola 1 mile" and large schoolhouse on left at Farnham. Cross railroad at Irving station; 100 yards beyond cross bridge and turn right, then left at flagstaff in forks, Irving. Then right, passing crossroads by right curve down into

36 miles.

Silver Creek.

Turn left at Silver Creek House, cross bridge and pass cemetery on left through Sheridan Center. On past signpost "Fredonia 3 miles" and straight to Fredonia. Follow car line past hotel on left, entering Brocton; and keep on over new bridge, then with telegraph poles to Westfield. Cross railroad and bridge and at forks follow telegraph poles, crossing small bridge to Forsythe and Ripley, N. Y. Pass New York-Pennsylvania state line — marked by stone — and down bad descent curving to left. Cross bridge and keep left curve up Gulch Hill (worst on trip) to near top, then straight on to

80 miles.

North East, Pa.

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\* The following routes from Buffalo, N. Y., to Erie, Pa., Cleveland, O., and Pittsburg, Pa., while not belonging within the strict scope of the work, are included for completeness of the routes intimately connected; also for convenient reference. Roads along Lake Erie are mostly level and rolling, in fair-to-good condition throughout; in western Pennsylvania they are more or less hilly, but are passable with reasonable care.

Follow trolley line through Moorheads and Harbor Creek. After crossing railroad curve immediately right through Wesleyville. Car tracks show way to Eighteenth St., Erie, which keep to State St. (principal business street) past hotels,

96-100 miles.

Erie.

The route from Buffalo to Erie is easily found and followed, though care should be taken to run out of Buffalo as directed. Round trip easily made in one day by powerful cars. Intermediate hotel and garage accommodations meager.

### ERIE, PA., TO CLEVELAND, OHIO.

Leaving Erie turn west from State — principal street — to Sixth St., which keep five blocks; then left to Cherry St. Go two blocks ahead, then turn right to Eighth St. and straight to brick schoolhouse in fork, where turn left. Nine miles from Erie keep straight down winding road; then left and cross bridge upgrade. Pass sign "Erie 11 miles," keeping on main road, *past* crossroads leading to Girard. Follow telegraph poles and turn left at signpost showing the way to Miles Grove. Beyond Miles Grove curve right down bad, winding road (caution), then upgrade over covered bridge. Curve left and cross railroad and at top of next grade turn right, sign showing the way to East Springfield. Direct to and through West Springfield, ahead with car line, curving right into E. Conneaut. Cross high level toll bridge into

30 miles.

Conneaut, Ohio.

Car line shows way toward Ashtabula, via Amboy and N. Kingsville. Undulating road, with trolleys, except where tracks are enclosed by fence; here take left and next left until highway and trolley again meet. Cross viaduct into Spring St.,

Ashtabula.

Three hundred feet beyond viaduct turn left to Main St. and one block ahead turn right to Center St. Follow trolley across railroad and keep main road, not straight but easily followed, to public square Geneva. At monument in square take Unionville Road, turning left at first crossroads beyond Geneva. Turn right at Unionville, straight to and through Madison. At fork three miles beyond Madison turn right, soon curving left, down grade. Cross steel bridge and curve left up grade straight ahead on Main St.,

72 miles.

Painesville.



Half way around park, Painesville, below car line through Mentor (home of Garfield). After crossing river take straight upgrade, at top of grade turn left to Erie St., Willoughby. After one block on Erie St. curve right to Euclid St., direct to Euclid; then wide thoroughfare (Euclid Ave.); fine riding most of the way to Cleveland. After curving half way around University Circle (Wade Park), it is direct to

100-105 miles.

Cleveland.

Cleveland is a splendid automobile touring center, with routes in many directions, several factories and garages welcoming visitors.

*SPECIAL NOTE. The Cleveland branch office of the Hartford Rubber Works Co., 77 Bank St., is in the central business district of that city, especially convenient of access from the Public Square and Euclid Ave., the main thoroughfare for through routes in and out of Cleveland. Coming from the East, via Euclid Ave., to the further side of the Public Square, turn one block right (or North) to Superior St., two blocks left (or West) to Bank St.; then about two and three-quarter blocks right (or North) on Bank St., to the branch, which is within 100 feet of the corner of Lake St.*

## CLEVELAND, OHIO, TO PITTSBURG, PA., (VIA YOUNGSTOWN, OHIO).

This route connects the cities and towns on Lake Erie with those in Western Pennsylvania, and may be of large importance in planning a tour to and from Pittsburg (particularly). It crosses a large number of other routes, great and small, having probably as many "intersections" of all kinds as any run of equal length (125-130 miles) on the continent. From the lake levels and undulating surfaces of Northern Ohio it penetrates the adjacent hilly districts of both states and comes finally into Allegheny City and Pittsburg. Several very heavy grades and numerous bridges, requiring care to cross with large cars.

From Public Square, Cleveland, keep east on Euclid Ave. to University Circle (Wade Park). Curve right until quarter way around Circle, bending right into Boulevard. Main road curves and bends a number of times without losing its identity. Thirteen miles out signs point back to Cleveland, 13 miles, and ahead to Chagrin Falls, 5 miles. At fork, two miles beyond these signs, turn right, cross small iron bridge, and at fork beyond turn sharp left. Ignoring sign pointing downhill "To Chagrin Falls" keep on to steel bridge over river, turning right at next fork, thence on (turning left at brick pavement) to

18 miles.

Chagrin Falls.

At end of brick pavement turn left, upgrade with trolley, past Fair Grounds, to sign "Auburn Cors' 7 miles." On through Auburn Center and Auburn Corners, sign at crossroads showing way to Troy. At forks beyond Troy turn right with signs to and through Parkman and Southington. After sign "Warren 3 miles" cross Mahoning River, turning sharp right, then left, over railroad tracks to

**54 miles.**

**Warren.**

Leaving Warren keep Mahoning Ave. to High St. (square); left turn into High St., at end of which turn right into Chestnut St. Two blocks ahead bear to left, and at fork beyond take Youngstown Road, telegraph poles and trolley showing way to Girard. Leave Girard by down grade curve under two railroad bridges, then ahead with telegraph poles. Rough and stony roads through Briarhill; here turn left to go under railroad, then sharp right, trolley guiding to Public Square,

**69-70 miles.**

**Youngstown, Ohio.**

At Tod Hotel turn right to Market St. and cross viaduct, turning left at first street beyond (Woodland Ave.). Out Woodland Ave., keeping straight ahead at foot of grade and follow trolley. Pass sign "Poland  $2\frac{1}{2}$  m." and over poor road through Poland. After crossing bridge (caution) bear to right up steep grade and on, passing signs showing the way to and through New Middletown and Petersburg to Enon. Cross railroad (Enon station on right) and ahead over rough stony road. Sign "Darlington 2 m.," this place entered by sharp right curve, then left turn. At Darlington cross railroad and over covered bridge. At fork one mile beyond, take right road up grade (sign on left "Morada 5 m.," Three miles beyond, sign shows way to Beaver Falls, two and one-half miles. Turn right near foot of grade, and after bending first right then left turn right at street car tracks. Follow trolley on Eighth Ave. to left turn into Seventeenth St. and right, still with trolley, to Seventh Ave., principal street,

**98-100 miles.**

**Beaver Falls, Pa.**

Leaving Beaver Falls for Pittsburg keep straight ahead on Seventh Ave., making curve with trolley to cross toll bridge. After crossing bridge keep with trolley through New Brighton to Rochester, entering Rochester by left turn to brick pavement. Follow trolley, except for two blocks after bad grade crossing,

past Freedom Oil Works, through Freedom and Conway. Medium to heavy grades through Baden, beyond which take sharp turn down grade and keep main road. At fork just before Economy turn right (brick kilns on right) and final left turn to

**110-112 miles.**

**Economy.**

Turn left on first street beyond Economy Hotel, sign "Pittsburg 18 m."; shortly beyond turn right and follow telegraph poles through Leetsdale to Sewickley. One mile beyond turn left to Beaver St.; then with telegraph poles to Glenfield (bad railroad crossing) and Emsworth. Main road has numerous turnings and crossings to and through Avalon, and Bellevue (toll bridge) to Woods Run. Keep trolley over bridge at Woods Run, then leave trolley and turn right, crossing railroad into Chartiers St., Allegheny City. On five blocks to left turn into Franklin St. After two blocks turn right into Fulton St., at end of which turn left into Ridge Ave. Ahead on Ridge Ave., passing park on left; then over railroad bridge, curving first right then left partly around second small park (on left). Straight ahead now to Federal St., where turn right and down Federal St. — principal thoroughfare of Allegheny City — to toll bridge over Allegheny River into

**129-133 miles.**

**Pittsburg.**

This route enters lower part of old business district, Pittsburg; commercial hotels on way uptown. Riding directions from Allegheny River Bridge through city to Carnegie Library, Schenley Hotel, and Schenley Park: Two blocks ahead from bridge to Market St., one short block beyond which turn left into Fifth Ave., keeping on same for three blocks. The left turn to Grant St. and ahead two blocks, with right turn followed by left turn to Boulevard. At end of Boulevard make sharp left turn to Bellefield Ave., to Carnegie Library, Hotel Schenley, and Schenley Park.

### **Longest of "Endurance" Runs.**

The run from New York city, via west side of the Hudson River, across the Catskill Mountains via Binghamton and Elmira to Buffalo, to Erie, Pa., and Cleveland, Ohio, thence to Youngstown, Ohio, and Pittsburg, Pa., constituted the longest formal endurance test ever run in the United States — 800 miles — October, 1903. For the complete itinerary of the run from New York, read in connection pages 190-197.



### Co-operation.

With the facilities for the proper care and repair of motor cars bettering materially each season, it seems not unreasonable to assume that this service will rapidly extend to keep pace with the increase of touring interest and the growth in popularity of automobiling generally.

Almost invariably the tourist will serve his own best interests by looking up and patronizing these places which make a special business of storing and repairing motor cars. "There are many pretenders." The practice of telephoning or telegraphing ahead for garage accommodations at known stopping places, or for gasoline or other supplies on through trips, is growing.

Many times the garage, if notified in time, will arrange to meet a touring party on arrival, or call at the hotel for the car. This may prove a great convenience at times, especially in cases where no professional chauffeur is employed, or in bad weather. The full service may properly include storage of the machine, its preparation for continuation of the journey and return at a stated time. Such service will undoubtedly grow as it is called for — and used.

Until road information in America is brought more nearly to a science than it is today, the local garage will be the chief source of specific information as to local directions and traveling conditions. Possibly the time is not far distant when the more progressive garage will keep on file printed schedules of the best local routes, and be able to supply the proper one on application in person or by mail.

A beginning in this direction has already been made by several parties, with undoubtedly good results; and we believe the practice worthy of further extension. Copies of local schedules will be gladly received by the Hartford, Conn., office of the Hartford Rubber Works Co.

## Motorists' Garage and Hotel Directory.

THE following lists include the principal "stations" for the accommodation of automobile tourists in the territory covered broadly by this work; also the leading hotels. While the latter are a fairly constant quantity, the former are undergoing many and various changes, following the rapid growth of motoring. In most cities and towns situated on popular touring routes, facilities for the storage, repair, and charging of cars (in which proper equipment for the repair and replacing of tires forms an important part) are usually sufficient for the tourist's ordinary needs. Elsewhere these facilities are meager, though improving from year to year.

In listing the "stations" it has been thought best to largely reduce the bulk of the items by giving the somewhat broad title of "garage" both to places fully equipped to store and care for complete vehicles and to the best-equipped agents in the principal cities. This allows something for the near-future expansion of very many of these places, in line with the tendencies of the sport and industry. Additional entries will be found to indicate a limitation rather than an extension of facilities.

In a large number of cases the tourist must still look to the local hardware and drug stores, even to the general storekeeper, for gasoline and oil. This has been abbreviated to "gasoline and oil at local merchants." Special compactness has been sought in listing the hotels, and the frequently-useful line between first class and ordinary commercial hotels has been drawn with care. The tourist may feel safe in telegraphing reservations at, or in ordering mail sent to, any of the hotels, while the garages and agencies are the most responsible and trustworthy in the trade.

### **Abington, Mass.**

H. H. Buffum, manufacturer.

### **Albany, N. Y.**

Ten Eyck and Kenmore hotels. Auto. Storage & Trading Co., 97-101 Central Ave., Garage; Lucey-Taylor Auto. Co., 65 Orange St., Garage.

### **Alexandria Bay, N. Y.**

Crossman and other summer hotels.

### **Allegheny, Pa.**

(Across river from Pittsburg, Pa., whose hotels and garages apply. Pittsburg hotels most convenient to Allegheny are the Henry and the Anderson; nearest Garage, the Auto. Repair Co., in alley back of Seventh Ave. Hotel.)

**Allentown, Pa.**

Allen and American hotels. O. H. Deitrich Co., Ltd.,  
Garage.

**Altoona, Pa.**

Altamont and Logan hotels. W. H. & L. C. Wolfe,  
1011 Chestnut Ave., Garage.

**Amenia, N. Y.**

American House; Pratt House.

**Amityville (L. I.), N. Y.**

Amity Inn and other resort hotels. C. Dittman, Garage;  
M. H. King, Garage.

**Amsterdam, N. Y.**

Warner and Central hotels. Daye & Co., Garage.

**Andover, Mass.**

Phillips Inn. H. F. Chase, repairs.

**Annapolis, Md.**

The Annapolis, Carvel Hall, Maryland. Charles B.  
Orrell, repairs and gasoline.

**Ansonia, Conn.**

Dayton Hotel. Curtis & Tomlinson, Garage.

**Ardmore, Pa.**

Near Philadelphia, whose hotels apply. Autocar Co.,  
manufacturers.

**Asbury Park, N. J.**

Coleman and other hotels. Charles R. Zacharias, Eagle  
Hall Block, Garage; W. W. Emley & Co., Garage.

**Ashtabula, Ohio.**

Stoll and other hotels. C. A. Williams, repairs, gaso-  
lene, and oil.

**Atlantic City, N. J.**

Traymore, Gladstone, Rudolf, Dennis, Islesworth, Gar-  
den, Chelsea, Wiltshire, Savoy, Shelburne, and other hotels.  
H. W. Corkran, 12 So. Maryland Ave., Garage; William  
Fowden, Empire Theatre Building, Garage; Currie Auto.  
Co., 12-14 S. North Carolina Ave., Garage.

**Attleboro, Mass.**

Bates House. Attleboro Automobile Co., 74 Union St.,  
Garage.

**Auburn, Me.**

The Elms, The Maine.

**Auburn, N. Y.**

Osborne and Avery hotels. Auburn Auto. Co., 11-13-  
15 W. Dill St., Garage.

**Augusta, Me.**

Augusta and other hotels. Frank I. Clark, 325 Water  
St., and V. S. Darling, repairs.



**Ayer, Mass.**

Ordinary commercial hotels. E. O. Proctor, repairs.

**Babylon (L. I.), N. Y.**

Watson House and other hotels. H. B. Smith, Garage;  
C. M. Weeks, Garage.

**Baldwin (L. I.), N. Y.**

Grand Avenue Hotel. F. B. Cotte, repairs and gaso-  
lene.

**Ballston Spa, N. Y. (Near Saratoga, N. Y.)**

Hayner and other hotels. Gasolene and oil at local  
merchants.

**Baltimore, Md.**

Rennert, Belvidere, Stafford. Auto Storage & Repair  
Co., 1118 Cathedral St., Garage; Callahan, Atkinson & Co.,  
100 E. Eager St., Garage; Howard A. French & Co., 304  
W. Baltimore St., Agency and Garage; Motor Car Co.,  
11 St. Paul St., Garage; Maryland Auto Co., St. Paul St.  
and Mt. Royal Ave., Garage; Mar-Del Mobile Co., 617-619  
Pratt St., Garage; George R. Snodeal Auto Co., 2552 Madi-  
son Ave., Garage.

**Bangor, Me.**

New Bangor and other hotels. S. L. Crosby Co., 186  
Exchange St., Garage.

**Bangor, Pa. (Near Delaware Water Gap.)**

Ordinary commercial hotels.

**Bar Harbor, Me.**

Mt. Desert Island reached by direct steamer from Port-  
land or Rockland, Me., and ferry from nearby mainland.  
Fine summer hotels at Bar Harbor, Northeast Harbor,  
Southwest Harbor, and Seal Harbor.

Use of automobiles prohibited in Bar Harbor. Gaso-  
lene sold by L. M. Cullifer, 48 School St., and F. J. Brewer.

**Barre, Vt.**

Commercial and City hotels. Standard Electric Co.,  
Garage, tires and repairs.

**Batavia, N. Y.**

Richmond Hotel. Frank E. Page, machine shop, re-  
pairs; Garage in Prospect.

**Bath, Me.**

Phoenix, Shannon. Fish & Furber, repairs and tires.

**Bath, N. Y.**

Nichols House.

**Bayonne, N. J.**

Near New York City, whose hotels apply. Bayonne  
Cycle Co., repairs and gasolene.

**Bay Shore (L. I.), N. Y.**

Lynwood and other summer hotels. Bayshore Automobile and Bicycle Repair Works, Garage, supplies, repairs, and gasoline.

**Beaver Falls, Pa.**

Grand and Anderson hotels.

**Bedford, Pa.**

Bedford Springs and other hotels.

**Bellefonte, Pa.**

Busch House. Gasoline and oil at local merchants.

**Bellows Falls, Vt.**

Windham and Rockingham hotels. C. T. Sherwin, Bellows Falls Machine Co., and W. G. Parker, tires and gasoline.

**Belmar, N. J.**

Columbia and other resort hotels. O. H. Newman, Garage; Pyott & Bennett, Garage; F. H. King & Bros., repairs and gasoline.

**Bennington, Vt.**

American House, The Walloomsac (summer). Bennington Bicycle Co., tires and supplies.

**Bethlehem, Pa.**

Bethlehem, Eagle, Sun Inn, and other hotels. Hoffman & Shimer, Garage; Novelty Automobile Works, 118 S. Main St., and Lawrence L. Beckel, 108 S. Main St., repairs and gasoline.

**Bethlehem, N. H.**

Maplewood, Sinclair, and other hotels. Gasoline and oil at hotels and local merchants.

**Beverly, Mass.**

Trafton and Cabot hotels. F. R. Harper, Garage; J. E. Wood, Garage.

**Biddeford, Me.**

Hotel Thatcher.

**Binghamton, N. Y.**

Bennett, Arlington, and Crandall hotels. R. W. Whipple, Prop'r, Binghamton Automobile Co., 221-225 Washington St., Garage; Sterling Motor Car Co., Garage.

**Bloomfield, N. J.**

American and Bloomfield hotels. Heyer Auto Works, Garage; Albert Loppacker, Garage; Chas. W. Smith, Garage; P. Desent, repairs and gasoline.

**Bloomsburg, Pa.**

Exchange and other hotels. Will Brown, repairs.

**Boonton, N. J.**

James Cullom, repairs and gasoline.

**Bordentown, N. J.**

North bound make Trenton, N. J.; south bound make Philadelphia.

**Boston, Mass.**

Touraine, Thorndyke, Brunswick, Vendome, and other hotels.

*Hartford Rubber Works Co., Boston Branch, 494 Atlantic Ave., tires and repairs.*

Garages: Park Square Station, Park Square; Rambler Station, Park Square; Auto Car Station, Park Square; Winton Station, corner Berkeley and Stanhope Sts.; Olds Station, Stanhope St.; F. E. Randall, Stanhope St.; Columbia Station, 27 Stanhope St.; Lewis & Matthews, 66 Stanhope St.; Back Bay Auto Station, 179 Clarendon St.; Tremont Garage, 541 Tremont St.; A. R. Bangs, corner Brimmer and River Sts.; Reed & Underhill, 224 Columbus Ave.; Peerless Garage, 36 Ferdinand St.; White Sewing Machine Co., cor. Berkeley and Warren Ave., Locomobile Co., 15 Berkeley St.; Columbia Road Auto Station, Uphams Corner, 582 Columbus Road; Sturtevant Mill Co., Harrison Square, manufacturers.

**Brattleboro, Vt.**

Brooks House, the Brattleboro. Manley Bros., High St., near Main St., Garage.

**Bretton Woods, N. H.**

Mt. Washington and Mt. Pleasant hotels. Bretton Woods Garage.

**Brick Church, N. J.**

Near New York and Newark, whose hotels apply. Kohler Auto Co., Garage; No. Jersey Auto Co., Garage; White Sewing Machine Co., Garage.

**Bridghampton (L. I.), N. Y.**

Hampton Hotel. E. J. Hildreth, repairs and supplies.

**Bridgeport, Conn.**

Atlantic, Windsor, and other hotels. Auto Repair Co., 65 Kossuth St., Garage; Blue Ribbon Auto Station, 132 Cannon St., Garage; Park City Auto Co., 625 State St., Garage; Bridgeport Cycle Co., E. J. O'Neil, and Alling Rubber Co., tires and supplies; Locomobile Co. of America, manufacturers.

**Bridgeport, Pa.**

Ordinary commercial hotels. W. P. David, repairs and gasoline.

**Bridgeton, N. J.**

Cumberland Hotel. Horner Cycle Co., repairs and gasoline.



**Bristol, Conn.**

Gridley House, The Bristol. Parsons Auto Station, Garage; S. A. Weldon & Co. and E. G. Bassett, tires and supplies.

**Bristol, Pa.**

Delaware and other commercial hotels. Gasolene and oil at local merchants.

**Bristol, R. I.**

De Wolf Inn and other hotels.

**Brockton, Mass.**

Hotel Belmont, Metropolitan. H. A. Churchill & Co., 52 High St., Garage; W. H. Marble, 69 Main St., Garage; American Motor Co., manufacturers.

**Bronxville (N. Y. City).**

Hotel Gramatan.

**Brooklyn, N. Y.**

Lewis Automobile Co., Hancock and Summer Sts.; White Sewing Machine Co., Bedford Ave., near Bergen; Union League Auto. Co., Bedford Ave., near Bergen; Grant Square Auto. Co., Bedford Ave., near Bergen; Hicks Automobile Co., Bedford Ave., near Bergen; J. M. Mears, 19 Ocean Parkway; Parkway Auto. Co., Eastern Parkway and Bedford Ave.; Julius Bindrim, 1057 Bedford Ave.; Alex. Pastree, 519 Sixth Ave.; Kings County Auto. Co., 1010 Greene Ave.; Mack Bros., 532 Atlantic Ave.; Ormond Auto. Co., 2 Jefferson Ave.; Outing Auto Co., Flatbush Ave.; Frank Sanford, 111 Sterling Place; A. G. Southworth, 342 Flatbush Ave.; A. G. Southworth, 811 Union St.; A. G. Southworth, 10 Clinton St.; A. R. Townsend, 1148 Bedford Ave.; Vehicle Equipment Co., Thirty-seventh St. and Church Lane; Bedford Auto. Co., 1060 Bedford Ave.; E. W. Bliss Co., manufacturers.

**Brownsville, Pa.**

Monongahela and other hotels.

**Brunswick, Me.**

Ordinary commercial hotels. Whitney's Garage; gasolene and oil at local merchants.

**Bryn Mawr, Pa.**

Bryn Mawr House (summer). A. L. Plush, repairs and gasolene.

**Buffalo, N. Y.**

Iroquois, Lafayette, Niagara, Genesee, Lenox, and other hotels.

*Hartford Rubber Works (Buffalo Branch), 686 Main St., tires and repairs.*

Auto Storage & Repair Co., 26 Goodrich St., Garage; Brunn's Garage, 1140 Main St.; Buffalo Auto Exchange, 401 Franklin St., agents and Garage; Buffalo Garage Co., 414 W. Ferry St.; J. A. Cramer, 737 Main St., agents and Garage; Centaur Motor Co., 59 Franklin St., agents and Garage; Jaynes Auto Co., 881 Main St., agents and Garage; Geo. N. Pierce Co., Main and Edwards Sts., manufacturers and Garage, factory 18 Hanover St.; G. H. Poppenberg, 672 Main St., agents and Garage; Queen City Garage Co., 322 Franklin St.; Roe Auto. Co., 437 Pearl St., agents and Garage; E. R. Thomas Motor Co., 1192 Niagara St., manufacturers; Utica Auto. Repair Station, 24 W. Utica St., Garage; White Agency, 457 Pearl St., salesroom 727 Main St.

#### **Burlington, Vt.**

Van Ness House, The Burlington. Burlington Machine & Repair Co., Church St., Garage; C. H. Collison, Garage; E. Frank Lane, 21 Loomis St., tires and supplies.

#### **Butler, Pa.**

Arlington Hotel, The Willard.

#### **Caldwell (Lake George), N. Y.**

Fort William Henry and other hotels.

#### **Cambridge, Mass.**

Boston hotels apply. Harvard Auto. Co., Quincy Square, Garage.

#### **Cambridge Springs, Pa.**

Hotel Rider.

#### **Camden, N. J.**

Opposite Philadelphia, whose hotels and garages apply. J. G. Reeves, Seventh and Market St., and C. C. Albertson, 218 Broadway, repairs and gasolene.

#### **Canaan, Conn.**

Warner House. E. W. Adams, tires and gasolene.

#### **Canandaigua, N. Y.**

Canandaigua Hotel. Gasolene and oil at local merchants.

#### **Cape May, N. J.**

Numerous resort hotels; some all-year hotels. D. C. Crowell, Jackson St., repairs and gasolene.

#### **Carbondale, Pa.**

Harrison Hotel, The New American.

#### **Carmel, N. Y.**

Gleneida Hotel, Smalley House. Ellsworth Fowler, repairs and gasolene.

**Catskill, N. Y.**

Commercial hotels at "Catskill Landing"; summer hotels in near-by districts. Gasolene and oil at local merchants.

**Cedarhurst (L. I.), N. Y.**

C. C. Higgins, Garage.

**Chambersburg, Pa.**

Hotel Washington, The Wallace.

**Chatham, N. J.**

Fairview Hotel (summer). F. L. Trowbridge, repairs and gasolene.

**Chatham, N. Y.**

Ordinary commercial hotels. Nearest garages Albany, N. Y., and Pittsfield, Mass.

**Chateaugay, N. Y.**

Commercial hotels. Fine summer hotels near by and on Chateaugay Lake.

**Chester, Mass.**

Riverside Hotel. Gasolene and oil of local merchants.

**Chicopee Falls, Mass.**

Near Springfield, Mass., whose hotels apply. J. Stevens Arms and Tool Co., manufacturers.

**Clayton, N. Y.**

Gateway to Kingston, Ont., and Gananoque and Ridieu Districts, Canada. Ordinary commercial hotels. Gasolene and oil of local merchants.

**Cleveland, Ohio.**

Hollenden, Euclid, Forest City, and other hotels.

*Hartford Rubber Works Co., Cleveland Branch, 77 Bank St., tires and repairs.*

Many garages in near-by auto district; Baker Motor Vehicle Co.; Berg Auto. Co.; Brew-Hatcher Co.; Cleveland Automobile Co.; Federal Mfg. Co.; Paul Gaeth; General Automobile Co.; Otto Konigslow; Peerless Motor Car Co.; Royal Motor Car Co.; F. B. Stearns & Co.; White Sewing Mch. Co.; Winton Motor Carriage Co., manufacturers.

**Coatesville, Pa.**

Taylor and other hotels. A. D. Rea, repairs and supplies.

**Cohasset, Mass.**

Bates and other (summer) hotels. C. S. Sprague, repairs and gasolene.

**Concord, Mass.**

Wolfe Tavern. J. M. Keyes, repairs and supplies.



**Concord, N. H.**

Eagle, American, and other hotels. Moseley & Sanborn, rear 176 N. Main St., Garage; F. L. Johnson, Garage.

**Connellsville, Pa.**

Ordinary commercial hotels. Gasolene and oil at local merchants.

**Conneaut, Ohio.**

Central and other hotels. W. H. Webb, repairs and supplies.

**Conway, N. H.**

Kearsarge and other summer hotels. Gasolene of hotels and local merchants.

**Corning, N. Y.**

Dickinson House, The St. James. Gasolene and oil at local merchants.

**Cortland, N. Y.**

Cortland Hotel, The York. A. N. Davis, Garage; City Cycle Co., Garage.

**Cottage City, Mass.**

Direct steamer from New Bedford and Wood's Hole, Mass. Numerous summer hotels. Gasolene and oil of local merchants.

**Crawford House, N. H.**

Bretton Woods Garage, three (3) miles.

**Crown Point, N. Y.**

Crown Point House (summer).

**Cumberland, Md.**

Queen City, Olympia, and Windsor hotels. L. E. Pagenhardt, 62 N. Mechanic St., repairs and gasolene.

**Cutchogue (L. I.), N. Y.**

Garage at Mattituck, one mile west.

**Danbury, Conn.**

Fairfield House, The Groveland. S. A. Oliva, 5 Elm St., tires and supplies; Dann's Auto Station, tires and supplies.

**Dansville, N. Y.**

Hotel Murphy, Hyland House. H. E. Toms, repairs; G. J. Engert, gasolene.

**Delaware, N. J.**

M. S. Anderson, repairs and gasolene.

**Delaware Water Gap, Pa.**

Kittanny Hotel, Water Gap House. Gasolene sold by hotels and local merchants.

**Delhi, N. Y.**

Edgerton Hotel.

**Derby, Conn.**

Bassett House, Hoffman House. J. G. Lombardi, Garage; N. L. Biever, tires and supplies.

**Dingman's Ferry, Pa.**

High Falls Hotel (summer).

**Dover, Del.**

The Richardson. Wm. Culveyhouse, repairs and gasoline.

**Dover, N. H.**

American House, The Kimball. Frank F. Wentworth Station, repairs and supplies; E. Smart & Son, repairs and gasoline.

**Dover, N. J.**

Hotel Dover, Mansion House. Hall Auto Co., Garage; Samuel Anderson, repairs and gasoline; Hall Motor Vehicle Co., manufacturers.

**Doylestown, Pa.**

Commercial hotels.

**Dunkirk, N. Y.**

Erie Hotel. S. R. Cole, repairs and gasoline.

**Easthampton (L. I.), N. Y.**

Leroy Edwards, Garage.

**East Hartford, Conn.**

Hartford hotels apply. Noble Bros., tires and gasoline.

**East Orange, N. J.**

C. E. Knapp, Garage.

**Eastport (L. I.), N. Y.**

Lewis Tuttle, repairs and gasoline.

**Easton, Pa.**

United States, Franklin, and Huntington hotels. Easton Auto. Co., 41 Delaware St., Garage; E. J. Holland & Bro., 200 South Third St., Garage; E. R. King, repairs and gasoline.

**Elizabeth, N. J.**

Elizabeth Auto Co., Garage; Curtis Machine Co., Garage; The Sterling Mfg. Co., Garage.

**Ellenville, N. Y.**

The Wawbeek and other summer hotels.

**Elmira, N. Y.**

Rathbun and other hotels. Elmira Arms Co., 119 Main St., Garage; Chemung Auto. Co., corner Church and Baldwin Sts., Garage; J. E. Gallagher, repairs.

**Englewood, N. J.**

W. P. Varley, Garage.

**Erie, Pa.**

Reed Hotel; Liebel House, and other hotels. Erie Garage Co., 11 Fifth St.; Warfel & Arbuckle, 1529 Peach St.; Jacob Roth, repairs and gasolene.

**Exeter, N. H.**

Squamscott House. Rockingham Cycle Co., Lincoln St., opposite depot, repairs, gasolene, and oil; Exeter Machine Co., repairs.

**Fabyan, N. H.**

Fabyan House will sell gasolene and store tourists' cars. Bretton Woods Garage, 1 mile.

**Fall River, Mass.**

Mellen House and other hotels. J. Edward Newton, Bedford and Troy Sts., Garage; Fall River Auto. Co., 345 Durfee St., Garage.

**Farmingdale, N. J.**

Ordinary commercial hotels. John Allaire, repairs and gasolene.

**Farmington, Conn.**

Elm Tree Inn.

**Farmington, Me.**

The Willows. Gasolene of F. E. McLeary, 51 Main St.; H. I. Spinney, repairs.

**Far Rockaway (L. I.), N. Y.**

Numerous summer hotels. D. L. Stark, Garage.

**Fishkill Village — Fishkill Landing, N. Y.**

Ordinary commercial hotels. Garage at Newburg, across river from Fishkill Landing (ferry), and at Poughkeepsie, 14 miles north.

**Fitchburg, Mass.**

The Johnsonia, New Fitchburg. Iver Johnson Sporting Goods Co., Garage, tires and repairs; T. L. Lewis, repairs and gasolene; T. B. Matthews, tires and gasolene.

**Flemington, N. J.**

Ordinary commercial hotels. Geo. T. Shepherd, repairs and gasolene.

**Flushing (L. I.), N. Y.**

Near New York, whose hotels apply. Nick Gilroy, Garage; Philip Denning, repairs and supplies.

**Fonda, N. Y.**

Hotel Roy at R. R. station. Gasolene and oil at local merchants.

**Fort Edward, N. Y.**

Go to Glens Falls, 5 miles.

**Fort Lee, N. J.**

Across river from upper New York City (ferry). J. L. Abbott, repairs and gasolene.



**Fort Plain, N. Y.**

Brunswick Hotel, The Grant. Gasolene and oil at local merchants.

**Franconia, N. H.**

Forest Hills Hotel, Franconia Inn (Sugar Hill), and other resort hotels. Gasolene at hotels and usually in mountain villages.

**Frankford, Pa.**

Suburb of Philadelphia, whose hotels apply. W. S. Gibson, 4239 Frankford Ave., Garage, repairs and gasolene.

**Frederick, Md.**

City Hotel. J. E. Solt, C. Lipps, and Brish Bros., repairs and gasolene.

**Fredonia, N. Y.**

Columbia Hotel. Spencer, Lord & Co., repairs and gasolene.

**Freehold, N. J.**

Monmouth and other hotels. Frank Muldoon, repairs and gasolene.

**Freeport (L. I.), N. Y.**

Woodcliff House and other (principally summer) hotels. Geo. Bennett Smith, Garage.

**Fulton, N. Y.**

Clark House, The Fulton. J. J. Parker & Co., gasolene and oil.

**Garden City (L. I.), N. Y.**

Garden City Hotel. August Porrier, Garage, repairs and supplies; Thos. Allen, repairs and gasolene.

**Gardiner, Me.**

Brunswick and other hotels. Gasolene from Decker & Day or Vannah Hardware Co.

**Gardner, Mass.**

Windsor Hotel.

**Geneseo, N. Y.**

Big Tree Inn.

**Geneva, N. Y.**

The Kirkwood and Nester Hotels. J. A. Place, 145 Castle St., Garage.

**Geneva, Ohio.**

Tuttle House. Geneva Auto. and Mfg. Co., manufacturers.

**Gettysburg, Pa.**

Eagle Hotel.

**Glen Cove (L. I.), N. Y.**

Oriental Hotel. Glen Cove Cycle & Auto Co., Garage; J. M. Murray, repairs and gasolene.

**Glens Falls, N. Y.**

Rockwell and other commercial hotels. Budd Bros. Mfg. Co., Garage.

**Gloucester, Mass.**

Summer hotels. Perkins & Corliss, 65 Middle St., Garage; F. P. Wonson, Main St., repairs and gasoline.

**Gloucester, N. J.**

Ferry from Philadelphia, whose hotels and garages apply. Gloucester Auto Co., Kohler St. & Jersey Ave., repairs and gasoline.

**Gloversville, N. Y.**

The Kingsborough; Hotel Elk. Curtis & Herbert Mfg. Co., repairs, gasoline and oil.

**Goffstown, N. H.**

Several summer hotels. K. Kendall, repairs.

**Gorham, N. H.**

A northern gateway to White Mountains. Alpine Hotel. Gasoline and oil at local merchants.

**Goshen, N. Y.**

St. Elmo Hotel; The Occidental. Gasoline and oil at local merchants.

**Great Barrington, Mass.**

Berkshire Inn and other hotels (principally summer); Hotel Miller open all year. John N. Easland, Garage; Minkler & Collins, tires, repairs, and gasoline.

**Great Neck (L. I.), N. Y.**

Summer hotels in vicinity. Schenck Bros., Garage.

**Greenfield, Mass.**

The Devons; Mansion House. Mansion House Auto Station, Garage; A. L. Wilson, Jacob Schiek, and A. L. Pierce, tires and gasoline.

**Greenpoint (L. I.), N. Y.**

W. A. Clark, repairs and gasoline.

**Greenport (L. I.), N. Y.**

S. Clark, repairs and gasoline.

**Greenwich, Conn.**

Green Court Inn and summer hotels. H. Phillips and E. Lent's Sons, repairs and gasoline; C. H. Minchin, repairs.

**Greenwood Lake, N. Y.**

Summer hotels. Gasoline at hotels and local stores.

**Groton, Conn.**

Fort Griswold House (summer). W. L. Morgan, repairs and gasoline.

**Hackensack, N. J.**

New New York City, whose hotels apply. Rozell-Harris Co., Mercer St., near Main St. depot, Garage; Cres-

cent Auto. Co., Garage; E. C. Humphrey, repairs and gasoline.

#### **Hackettstown, N. J.**

American House; The Clarendon. M. S. Neighbor, Garage.

#### **Hagerstown, Md.**

Hamilton Hotel. S. W. Kent Miller, Garage; Pope Mfg. Co., manufacturers; Crawford Auto Co., manufacturers.

#### **Haines Falls (Catskills), N. Y.**

Haines Falls and other summer hotels.

#### **Hammondsport, N. Y.**

The Wadsworth; Steuben House.

#### **Hampton, N. H.**

Several fine summer hotels.

#### **Harrisburg, Pa.**

Commonwealth, Lochiel, and other hotels. Kline City & Auto Co., 12 N. Second St., Garage; Geo. McFarland, 1116-1118 N. Third St., Garage; Central Pennsylvania Automobile Co., Inc., 111 Market St., Garage; Andrew Redmond, Third and Reilly Sts., repairs and gasoline.

#### **Hartford, Conn.**

The Heublein; Allyn House.

*Hartford Rubber Works Co., Main Office and Factories 1 and 2, 691 Park Street.*

Brown, Thomson & Co., Agent and Garage; S. A. Miner, 120 Allyn St., Garage; Palace Auto Station, 122 Trumbull St., Garage; Tewksbury & Co., 176 Allyn St., Garage; The Automobile Exchange, 1100 Main St., Garage; Hartford Auto Station, Wells St., Garage; Kibbe & Elmer, 1124 Main St., Garage; F. A. Law, Wells St., repairs.

Tires at: Alling Rubber Co., 52 Asylum St.; J. C. Bidwell & Co., 237 Asylum St.; Brown, Thomson & Co., 920-942 Main St., and Post & Lester Co., 20 Sargeant St.

Electric Vehicle Company, Main Office and Factory, Cor. Park and Laurel Sts.; Pope Manufacturing Co., Main Office and Factory, 436 Capitol Ave.; Law Auto Co., manufacturers.

#### **Hastings-on-Hudson, N. Y.**

C. H. Wagner, repairs and gasoline.

#### **Haverhill, Mass.**

Thorndyke, Ætna, and other hotels. Hill Motor Car Co., Garage; Seavey Bros., 55 Emerson St., repairs and gasoline.



**Havre-de-Grace, Md.**

Harford House. S. H. Bowden, repairs and gasoline.

**Hazleton, Pa.**

Central and other hotels. Hazleton Hardware & Machine Co., repairs and gasoline.

**Hempstead (L. I.), N. Y.**

Benj. J. Tew, repairs and gasoline.

**Herkimer, N. Y.**

Palmer House. J. A. Clark & Co., ordinary repairs; J. C. Keefe, Main St., gasoline and oil.

**Hicksville (L. I.), N. Y.**

Go to Garden City for hotel. John D. St. Leger, Garage.

**Hightstown, N. J.**

Railroad and other hotels. Gasolene and oil at local merchants.

**Hoboken, N. J.**

Opposite New York City, whose hotels apply. Hudson Auto Co., Garage; Robert C. Woerner, repairs and gasoline.

**Holyoke, Mass.**

Hotel Hamilton; The Murray. Holyoke Auto Storage & Repair Co., 2 Division St., Garage; G. W. Downey, C. E. Walker, Ross & Bray, and C. W. Ratcliffe, tires.

**Hoosick Falls, N. Y.**

Fitchburg House; The American. Gasolene and oil at local merchants.

**Hornellsville, N. Y.**

Osborne and Sherwood hotels. Gasolene and oil at local merchants.

**Hudson, Mass.**

Mansion and other hotels. F. D. Knight & Co., Garage.

**Hudson, N. Y.**

Worth House. Heermance & Gray, 549 Warren St., Garage.

**Huntington (L. I.), N. Y.**

Huntington Hotel; Suffolk House. Arthur & Flessel, and B. G. Sammis, repairs and gasoline.

**Huntingdon, Pa.**

Leister House. Charles A. Vuille, repairs and supplies.

**Ilion, N. Y.**

Ordinary commercial hotels. Large machine shops. Gasolene and oil at local merchants.

**Indian Lake (Adirondacks), N. Y.**

Indian River Hotel and the Commercial (summer).

**Ipswich, Mass.**

Agawam and other hotels. Nearest garage, Beverly, Mass., which see. E. E. Currier, S. Main St., repairs and gasoline.

**Irvington-on-Hudson, N. Y.**

Make Tarrytown for hotel. Frank H. Morrell, repairs and gasoline.

**Islip (L. I.), N. Y.**

Islip Lodge and other hotels. F. H. Gates, Garage; James Downs, repairs and gasoline.

**Ithaca, N. Y.**

Clinton House; The Ithaca. F. A. McClune, Garage.

**Ivoryton, Conn.**

Behrens & Bushnell, Garage.

**Jackson, N. H.**

Wentworth Hall and other summer hotels. Hotels and local merchants usually sell gasoline.

**Jamaica (L. I.), N. Y.**

Near New York and Brooklyn, whose garages and hotels apply. Pettit's best local hotel. Gasoline at hotels and local merchants.

**Jamestown, N. Y.**

Sherman, Humphrey, and Ellicott hotels. Gasoline and oil at local merchants; Duquesne Construction Co., Inc., manufacturers.

**Jamestown, R. I.**

Thorndyke and other summer hotels. Go to Newport for garage (ferry).

**Jefferson, N. H.**

Waumbeck Hall; The Jefferson. Hotels usually sell gasoline.

**Jenkintown, Pa.**

Near Philadelphia, whose hotels and garages apply.

**Jersey City, N. J.**

Opposite New York City, whose hotels apply. Local garages: Crescent Auto Co., 2565 Boulevard; D. W. Romaine, 209 Montgomery St.; Minford Green, 2535 Boulevard; Hudson Co. Auto Co., 2593 Boulevard.

**Johnstown, N. Y.**

Kolaneka and other hotels. Gasoline and oil at local merchants. See Gloversville, next town.

**Johnstown, Pa.**

Crystal and Merchants hotels. Gasoline and oil at local merchants.

**Kaaterskill (Catskill Mts.), N. Y.**

The Kaaterskill. Hotels usually sell gasolene; otherwise buy of local merchants.

**Keene, N. H.**

Cheshire House. Keene Auto & Cycle Co., Garage.

**Kennebunk, Me.**

Mansion House; The Atlantis (summer). Gasolene from G. W. Larrabee.

**Kinderhook, N. Y.**

Ordinary commercial hotels. Gasolene and oil at local merchants.

**Kingston, N. Y.**

Eagle Hotel; Mansion House. Gasolene and oil at local merchants.

**Laconia, N. H.**

Vue de L'Eau House and other summer hotels. Gasolene and oil at local merchants.

**Lake Hopatcong, N. J.**

Lake View House and other summer hotels. Gasolene and oil at local merchants.

**Lake Placid (Adirondacks), N. Y.**

Grand View and other summer hotels.

**Lakeville, Conn.**

Wononsco and other (principally summer) hotels. Tires and gasolene of B. F. Hoyt.

**Lakewood, N. J.**

Laurel-in-the-Pines and other hotels. J. H. Hoff, Garage; C. H. Shinn, repairs and gasolene.

**Lancaster, N. H.**

Lancaster House. Beach & Parks, repairs and gasolene.

**Lancaster, Pa.**

Stevens House; The Wheatland. S. G. Roth, Garage; B. F. Futer, Garage.

**Larchmont, N. Y.**

Near New York City, whose hotels apply. Harris Auto Storage, Garage; Maddock Auto Co., Garage; C. D. Adkins, repairs and gasolene.

**Lawrence, Mass.**

Franklin and other hotels. Fred Ellis, Broadway, Garage; J. E. O'Neil, 444 Essex St., Garage.

**Lawrence (L. I.), N. Y.**

Near New York City and Rockaway Beach, whose hotels apply. D. E. Lenox, repairs and gasolene.



**Lebanon, Pa.**

Eagle Hotel. Upton Motor Car Co., manufacturers.

**Lebanon Springs, N. Y.**

Columbia Hall. Go to Pittsfield, Mass. (10 miles via Shaker Village) for Garage.

**Lee, Mass.**

Greenock Inn.

**Lenox, Mass.**

Curtis House; The Aspinwall (summer). T. S. Morse, Garage.

**Lewiston, Me.**

De Witt and other hotels. Rand & Harvey, Main St., Garage; J. W. Skene, P. O. Square, Garage.

**Liberty, N. Y.**

Ordinary commercial hotels and fine summer hotels. Gasolene and oil at local merchants.

**Litchfield, Conn.**

U. S. Hotel; The Hawk-Hurst (summer). W. S. Ross-burg, and C. R. Denegar, tires and gasolene.

**Little Falls, N. Y.**

Hotel Allerton. C. A. Ross, Garage.

**Littleton, N. H.**

Thayer's Hotel; The Northern. George H. Merrill, repairs and gasolene.

**Lockport, N. Y.**

Kenmore and other hotels. Gasolene and oil of local merchants; Covert Motor Vehicle Co., manufacturers.

**Long Branch, N. J.**

Large number of summer hotels. W. H. Parker, 148 Broadway, Garage; P. J. Sassano, Garage.

**Long Island City, N. Y.**

Opposite New York City, whose hotels and garages apply. A. G. Applegate, 127 Jackson Ave., sells gasolene; Daimler Mfg. Co., manufacturers.

**Lowell, Mass.**

St. Charles, Richardson, and Franklin Hotels. Lowell Automobile Co., 91 Appleton St., Garage; Sawyer Carriage Co., 155 Worthen St., Garage.

**Lowville, N. Y.**

Kellogg House; The Windsor. Charles E. Pelton, Garage.

**Lynn, Mass.**

Seymour and other hotels. Chas. E. Whitten, 40 Central Ave., Garage; Oxford Auto Co., Garage.

**Lyons, N. Y.**

Congress Hall and other commercial hotels. Ordinary repairs at Philip Deuchler & Sons.

**Madison, N. J.**

American House; The Madison. J. F. Allen, repairs and gasoline.

**Malone, N. Y.**

The Howard; Lake House (summer). Gasoline at Standard Oil Co. Station.

**Mamaroneck, N. Y.**

Near New York City, whose hotels apply. R. P. Stillman, local Garage.

**Manchester-by-the-Sea, Mass.**

Masconomo and other summer hotels. George F. Dyer, repairs and gasoline.

**Manchester, N. H.**

New Manchester and other hotels. Brodie Electric Co., 42 Pleasant St., Garage; W. Y. Hadlock, 15 Main St., Garage.

**Manchester, Vt.**

Commercial hotels. The Equinox (summer). C. F. Orvis, tires and gasoline.

**Marblehead, Mass.**

Summer hotels. G. Hathaway, repairs. Gasoline and oil at local merchants.

**Marlboro, Mass.**

Preston, and other hotels. Wheeler & Page, 250 Main St., Garage.

**Mauch Chunk, Pa.**

American and other hotels. Gasoline and oil at local merchants.

**Mattawan, N. J.**

Between New York City and Long Branch, N. J., whose hotels apply. J. T. Clowes, repairs and gasoline.

**Mattituck (L. I.), N. Y.**

Mattituck and other summer hotels. Grabie & Sons, Garage.

**McKeesport, Pa.**

Gasoline and oil at local merchants. Make Pittsburg for Garage.

**Meadville, Pa.**

Lafayette and other hotels. Gasoline and oil at local merchants.

**Mechanics Falls, Me.**

Ordinary commercial hotels. Gasoline and oil at local merchants.

**Mechanicville, N. Y.**

Commercial hotels. Go to Saratoga (northbound) or Troy (southbound) for Garage. Gasolene and oil at local merchants.

**Meriden, Conn.**

Meriden Hotel; The Winthrop. Meriden Auto Station, 45 Pratt St., Garage; A. Bowe & Son, W. Main St., tires and gasolene; Alling Rubber Co., H. Loll, and W. C. Kapitzke, tires and supplies.

**Middlebury, Vt.**

Bread Loaf Inn and other summer hotels.

**Middletown, Conn.**

Hotel Chaffee, The Buckingham. Caulkins & Post, 406 Main St., Garage; J. F. Connery, tires and gasolene; J. M. Gardner, tires and supplies; Simplicities Mfg. Co., and Eisenhuth Horseless Vehicle Co., manufacturers.

**Middletown, N. Y.**

Russell and other commercial hotels. J. H. Clearwater, bicycle dealer, minor repairs.

**Milbrook (Dutchess Co.), N. Y.**

Milbrook Inn; Halcyon Hall, South Milbrook.

**Milford, Pa.**

Bluff House and other summer hotels. Port Jervis, N. Y., nearest Garage, which see.

**Millerton, N. Y.**

Millerton House. Gasolene and oil at local merchants.

**Montclair, N. J.**

Mansion and other hotels. J. H. Legg & Bro., Garage; Montclair Auto. Co., Garage; H. J. Kohler Auto. Co., Garage; C. V. Gunthner, Garage.

**Monticello, N. Y.**

Rockwell and other summer hotels. Gasolene and oil at local merchants.

**Montpelier, Vt.**

Pavilion Hotel. J. J. Williams, Garage.

**Morristown, N. J.**

Mansion House; Park Hotel. Victor Wiss, Garage; F. A. Trowbridge, Garage; W. H. Dutton, Garage.

**Mount Holly, N. J.**

Arcade and other hotels. Gasolene and oil of local merchants. Make Camden or Philadelphia for Garage.

**Mount Morris, N. Y.**

Commercial hotels. Gasolene and oil at local merchants.



**Mount Vernon, N. Y.**

Near New York City, whose hotels apply. Mt. Vernon Auto Co., Garage; J. A. Henning, Garage.

**Nantasket, Mass.**

Atlantic and other summer hotels.

**Narrangansett Pier, R. I.**

The Mathewson and other summer hotels. Gasolene of hotels and local merchants.

**Nashua, N. H.**

Commercial Inn; Hotel Dexter. Hartman & Co., 230 Main St., Garage; A. C. Pollard, 247 Main St., Garage; H. C. Lintott, repairs and gasolene.

**Natick, Mass.**

Wilson House; Bailey's Hotel (So. Natick). J. D. Macewen, Garage; C. J. Goerke, repairs and gasolene.

**Newark, Del.**

Deer Park Hotel. Gasolene and oil at local merchants.

**Newark, N. J.**

Near New York City, whose hotels apply. L. J. Wurth, 26 William St., Garage; L. J. Wyckoff, 484 Broad St., Garage; Herbert Austin, 81 Orange St., Garage; Auto Vehicle Co., 79 Orange St., Garage; Motor Car Co., of N. J., 291 Halsey St., Garage; Geo. W. Condon, 283 Halsey St., Garage; J. W. Geissler, 46 William St., Garage; H. J. Koehler Sporting Goods Co., 141-143 Halsey St., Garage; P. H. Johnson, 279 Halsey St., Garage; Burt & Co., 267 Halsey St., Garage; Essex Auto Co., 9 Lombard St., Garage; Foster Engineering Co., manufacturers.

**Newark, N. Y.**

Commercial hotels. Gasolene and oil at local merchants.

**New Bedford, Mass.**

Parker House; The Manhattan. Watson & Co., Garage; S. C. Lowe Supply Co., Fourth and Spring Sts., Garage.

**New Brighton, Pa.**

Park Hotel; Clyde House. Gasolene and oil of local merchants.

**New Britain, Conn.**

Hotel Columbia; The Russwin. L. A. Gladding, tires, supplies and gasolene; Alling Rubber Co., tires; Corbin Motor Car Corporation, Manufacturers.

**New Brunswick, N. J.**

*Hartford Rubber Works Co., Factory No. 3, Albany, Peace, Washington and Neilson Sts., "Just around the corner from the main highway" (Albany St.); tires and repairs.*

Mansion Hotel. W. J. McDede, Albany St., between Peace and Neilson Sts., Garage; J. H. Potter, Albany St., between Neilson and George Sts., Garage; Thomas Lea, repair shop for automobiles and motor-boats, Outlet Lock, near Burnett and Bishop Sts.

**Newburg, N. Y.**

Palatine Hotel. Mason's Auto Garage, 163 Broadway, Garage.

**Newburyport, Mass.**

Wolfe Tavern. E. M. Ingalls, Garage.

**Newcastle, Pa.**

Fountain Inn; The St. Cloud. Gasolene and oil at local merchants.

**New Dorp, Staten Island, N. Y.**

Black Horse Tavern.

**New Haven, Conn.**

New Haven House, Tontine and other hotels. C. O. Reichert, 44 Temple St., Garage; The Holcomb Co., 109 Goffe St., Garage; N. B. Whitfield, 67-69 Broadway, Garage; Campbell Motor & Cycle Co., 151-153 Court St., Garage; Henry Horton, 295 State St., tires; Pardee & Ellenberger, 155 Orange St., tires; Alling Rubber Co., 13 Church St., tires and supplies; Elm City Auto Garage, 91 Meadow St., tires and supplies; Jas. F. Cox & Sons, 662-664-666 State St., Garage; New Haven Auto Co., Broadway, Garage.

**New London, Conn.**

Crocker and other hotels; Pequot and Ft. Griswold (summer). Starr's Auto Station, Garage; J. H. Ames, F. G. Moxley, and Alling Rubber Co., tires and supplies.

**New Paltz, N. Y.**

Brodhead House. Go to Newburg for Garage.

**Newport, R. I.**

New Cliffs, Aquidneck and other summer hotels. Newport Engineering Co., 359-367 Thames St., Garage; The Pope Mfg. Co., Casino Terrace, Garage.

**Newport, Vt.**

Memphremagog House. True & Blanchard, tires and supplies.

**New Rochelle, N. Y.**

Near New York City, whose hotels apply. Wallace Bros., Garage.

**Newton, Mass.**

Near Boston (via Boulevard), whose hotels apply. J. W. Crowell, Garage; Chestnut Hill Auto Station, Garage;

Fred J. Read (Newtonville), Garage; Stanley Motor Carriage Co., manufacturers.

**Newton, N. J.**

Alex. Meyer, repairs and gasoline.

**Newton Highlands, Mass.**

Woodworth Bros., repairs and gasoline.

**New York City, N. Y.**

*Hartford Rubber Works Co., Downtown Branch, 88 Chambers St. — Telephone, 7417 Cortlandt; Uptown Branch, 1769 Broadway — Telephone, 3930 Columbus — tires and repairs.*

*New Uptown Branch, 2355 Jerome Ave., between 183d and 184th Sts., tires and repairs. Open seven days and seven evenings a week. Telephone 1020 Tremont.*

Practically all the U. S. Manufacturers and Importers have agencies in New York City, located principally in the district below Central Park West and above Thirty-fourth Street, between Fifth and Eighth Avenues. A complete roster of same would fill several pages of this book, and changes are constantly occurring. Telephone Directory (corrected every three months) is the best guide, next to inquiry in the district named.

Gas Engine & Power Co. (Morris Heights), Springer Motor Vehicle Co.; Daimler Mfg. Co. (Long Island City), and Commercial Motor Co., manufacturers.

**Niagara Falls, N. Y.**

Hotels — International-Cataract (from June to October); Prospect, Kaltenbach and others all year round.

Harris & Wilson, repairs and Garage; Barclay & Son, Garage; Geisert & True, Garage; G. & J. M. Rae, repairs and Garage.

**Norristown, Pa.**

Montgomery Hotel; The West End. E. W. Levering, 520 Green St., and H. S. Brandt, Main St., repairs and gasoline.

**North Adams, Mass.**

Hammond, New Richmond, and other hotels. North Adams Auto Co., 50 Chestnut St. and 112 Ashland St., Garage; Hunt Bros., and Berkshire Cycle Co., tires and gasoline.

**Northampton, Mass.**

Hampton House; The Norwood; Prospect House (Mt. Holyoke). T. A. Purseglove, Station, tires and supplies; Northampton Auto Station, tires and supplies.



## **North Tonawanda, N. Y.**

Short distance and good roads to Buffalo or Niagara Falls, whose hotels apply. N. B. Zimmerman, repairs; Geo. H. Houck, tires and repairs.

## **Norwalk, Conn.**

Norwalk and other hotels. F. S. Ambler, F. E. Lockwood, and J. W. Colby & Son, tires and gasoline.

## **Norwich, Conn.**

Wauregan House. L. L. Chapman, Station, tires and supplies. W. B. Coit, Alling Rubber Co., and Louis Manchester, tires and gasoline.

## **Norwich, N. Y.**

Eagle House; The American. Nearest garages, Utica or Binghamton, N. Y. Burchard Bros. sell gasoline and oil.

## **Nyack, N. Y.**

Bardin Hotel and Garage. Ferry to Tarrytown, N. Y., which see.

## **Ocean Grove, N. J.**

See Asbury Park, N. J.

## **Ogdensburg, N. Y.**

Seymour and other hotels. C. Louis, gasoline, oil, and repairs.

## **Oil City, Pa.**

Arlington and other hotels. Gasoline and oil at local merchants.

## **Old Orchard, Me.**

Velvet and other summer hotels.

## **Olean, N. Y.**

The Bon Air (summer) and Olean House all year. Geo. Smith & Co., repairs and gasoline.

## **Oneida, N. Y.**

Commercial hotels. Coles Machine Company, repairs, gasoline, and supplies.

## **Oneonta, N. Y.**

Central Hotel, The Windsor. A. M. Butts, Garage, repairs and gasoline.

## **Orange, Mass.**

Overview (summer) and commercial hotels. Grout Bros. Auto Co., manufacturers.

## **Orange, N. J.**

Near New York City, whose hotels apply. Orange Auto Co., Essex Ave. and Railroad Place, Garage; Foth Bros., 16-18 Park St., repairs and gasoline.

**Ossining, N. Y.**

Ordinary commercial hotels. W. S. Smith, repairs and gasoline.

**Ossipee, N. H.**

Commercial and resort hotels. Gasolene and oil at local merchants.

**Oswego, N. Y.**

Deep Rock Hotel. Nearest complete garage at Syracuse. C. F. Bolvay sells gasoline and oil.

**Oyster Bay (L. I.), N. Y.**

Ordinary commercial hotels. Albert Tappen, Garage.

**Painesville, Ohio.**

Parmly and other hotels. Geo. W. Blackmore, Garage.

**Palmer, Mass.**

Nassawanno House. Whitcomb & Faulkner, tires and gasoline.

**Palmyra, N. Y.**

Ordinary commercial hotels. Garlock Packing Co., repair shop, gasoline, and oil.

**Passaic, N. J.**

Near New York City, whose hotels apply. Geo. D. Brown, 271 Main St., Garage; Prescott Auto Co., manufacturers.

**Patchogue (L. I.), N. Y.**

Clifton and other hotels. Justus Roe & Sons, Garage; E. Bailey & Sons, repairs and gasoline.

**Paterson, N. J.**

Near New York City, whose hotels apply. Paterson Auto Exchange, 217 Paterson St., Garage; The Auto Shop, 450 Broadway, Garage; E. A. Brown, 413 Main St., repairs and gasoline; C. B. Vaughn, 205 Market St., repairs and gasoline.

**Paul Smith's (Adirondacks), N. Y.**

Paul Smith's Hotel.

**Pawling, N. Y.**

Dutcher House, The Mizzen Top. Gasolene and oil at local merchants.

**Pawtucket, R. I.**

Near Providence, R. I., whose hotels and garages apply. Local garage: Pawtucket Auto Station, 4 Mason St.; Jas. Brown Mch. Co., manufacturers.

**Peekskill, N. Y.**

Raleigh and Eagle Hotels. Wm. Lawson and C. H. Winn, repairs and gasoline.

**Perth Amboy, N. J.**

Commercial hotels. F. K. Martin, Garage.

**Philadelphia, Pa.**

*The Hartford Rubber Works Company (Philadelphia Branch), 138 No. Tenth St., tires and repairs.*

Garage district, including many manufacturers' branches and agencies, centered on and about North Broad St. on both sides of street from Public Buildings (center of city) to Spring Garden St. Various fully equipped garages and first-class repair shops. Smaller garages and repair shops in suburbs. Principal hotels on North or South Broad St. or easily accessible therefrom.

International Motor Car Co., manufacturers.

**Phillips, Me. (Rangely District).**

Phillips Hotel. Gasolene and oil at local merchants.

**Phillipsburg, N. J.**

Opposite Easton, Pa., whose garages and hotels apply.

**Phoenixville, Pa.**

Phoenix and other hotels. Keinard Bros. and R. G. Shaffer, repairs and gasolene.

**Pine Hill (Catskills), N. Y.**

Pine Hill Hotel. Gasolene and oil at local merchants.

**Pittsburg, Pa.**

Schenley, Duquesne, Lincoln, Henry and other hotels. Standard Auto Co. (E. Liberty District), Garage; L. G. Martin, opposite Schenley Hotel, Garage; Keystone Auto Co. (E. Liberty District), Garage; Banker Bros. Co. (E. Liberty District), Garage; The Auto Repair Co. (Downtown Garage), in alley rear of Seventh Avenue Hotel.

**Pittsfield, Mass.**

Wendell and other hotels. Central Auto Station, Garage; L. G. Alexander, and J. M. Smith, gasolene and repairs; W. D. B. Mead, tires; Alden Sampson Mfg. Co., and Berkshire Automobile Co., manufacturers.

**Pittston, Pa.**

Eagle and other hotels. Gasolene and oil at local merchants.

**Plainfield, N. J.**

The Kensington. F. L. C. Martin Auto Co., Garage.

**Plainville, Conn.**

Ordinary commercial hotels. E. G. Bassett, tires and gasolene.

**Plattsburg, N. Y.**

Hotel Champlain (Bluff Point, summer), and commercial hotels. Lozier Motor Co., repair shop and gasolene.



**Pleasant Plains (Staten Island), N. Y.**

Road houses (principally) in this and neighboring towns. U. G. Sprague, local Garage.

**Plymouth, Mass.**

Pilgrim and other hotels. C. E. Rounds, repairs and gasoline.

**Point Pleasant, N. J.**

Carrollton and other summer hotels. A. O. S. Havens, repairs and gasoline.

**Port Chester, N. Y.**

Between New York City and Stamford, Conn., whose hotels apply; ordinary local hotels. Charles Merritt, repairs and gasoline.

**Port Ewen, N. Y.**

Go to Kingston, N. Y., for hotel. W. A. Vandever, repairs and gasoline.

**Port Henry, N. Y.**

Pine Ridge Inn and other summer hotels.

**Port Jefferson (L. I.), N. Y.**

Port Jefferson and other hotels. W. Randall, repairs and gasoline.

**Port Jervis, N. Y.**

Fowler House. P. C. Rutan, 46 Front St., Garage; G. W. Case, Garage.

**Port Oram, N. J.**

R. F. Oram, Garage.

**Port Richmond (Staten Island), N. Y.**

Near New York City, whose hotels and garages apply. W. Horace Lee, local Garage; Chas. E. Saunders and J. H. Leadley, repairs and gasoline.

**Port Washington (L. I.), N. Y.**

Hyde Bros., repairs and gasoline.

**Portland, Me.**

Preble House, New Falmouth and other hotels. James Bailey Co., 18 Free St., Garage; F. O. Bailey Carriage Co., 44 Plum St., Garage; H. J. Willard, Congress Square Auto Station, 18 Forest Ave., Garage.

**Portsmouth, N. H.**

The Rockingham. W. F. & C. E. Woods, 18 Congress St., Garage.

**Pottsville, Pa.**

Allen Hotel. Robt. Mills, repairs.

**Poughkeepsie, N. Y.**

Nelson House, Morgan House. John Van Benschoten, 14-20 Catherine St., Garage; H. Von der Linden, 52 Market St., Garage; Lane Bros. Co., manufacturers.

**Princes Bay (Staten Island), N. Y.**

Road houses (principally) on Staten Island. C. C. Wincepaw & Son, repairs and gasolene.

**Princeton, N. J.**

Princeton Inn, except summer, and Nassau Hotel, all year. Princeton Garage Co., rear of Nassau Hotel.

**Profile House, N. H.**

Profile House and other summer hotels.

**Providence, R. I.**

Narragansett Hotel, The Dorrance. Central Auto Station, 67 Fountain St., Garage; Davis Auto Co., 75 Mathewson St., Garage; Corp Bros., 38 Mathewson St., Garage; Pope Mfg. Co., Pine and Garnet Sts., Garage.

**Putnam, Conn.**

Commercial hotels. City Repair Shop, repairs and gasolene.

**Quaker Hill (Pawling), N. Y.**

The Mizzen Top Hotel.

**Quincy, Mass.**

Near Boston, whose hotels and garages apply. F. W. Bent (W. Quincy), Garage.

**Rahway, N. J.**

Ordinary commercial hotels. Danser Cycle Co. and Jos. V. Rochietti, repairs and gasolene.

**Reading, Mass.**

H. K. Austin, repairs and gasolene.

**Reading, Pa.**

Mansion House, American House. Reading Auto Co., 28 South Fifth St., Garage; Acme Motor Car Co., and Dur-yea Power Co., manufacturers.

**Red Bank, N. J.**

Globe Hotel or go to Seabright or Long Branch for hotels. Geo. H. Paterson, local Garage.

**Rhinebeck, N. Y.**

Rhinebeck Hotel. Gasolene and oil at local merchants.

**Richfield Springs, N. Y.**

Earlington and other (principally summer) hotels. Nearest complete garage Utica, N. Y. Gasolene and oil at local merchants.

**Ridgewood, N. J.**

Near New York City, whose hotels apply. S. B. Hagerman, repairs and gasolene.

**Riverhead (L. I.), N. Y.**

Long Island and other hotels. E. Monyoux, Jr., Garage.

**Riverside, Conn.**

S. E. Loudon, repairs and gasoline.

**Rochester, N. H.**

Ordinary commercial hotels. J. H. Duntley, 20 Union St., repairs and gasoline.

**Rochester, N. Y.**

Powers Hotel, Whitcomb House and other hotels. Rochester Auto Co. (J. J. Mandery), 154 South St., Garage; Robert Thompson, 54-60 Court St., Garage; Fred A. Mabbett, 189 W. Main St., repairs and supplies; Thos. J. Northway, 92-94 Exchange St., repairs and supplies; Arthur McNall, East Ave. and Court St.; Power City Electric Station, storage and repairs; A. M. Zimbrich, 33-35 South Ave.; Flynn Bros., 73 South Ave.; E. S. Bartlett, W. Main St.; Seneca Auto Co., 23 Gibbs St.; United States Auto Co., and Regas Automobile Co., manufacturers.

**Rockaway, N. J.**

Fector Bros., Garage.

**Rockland, Me.**

Thorndike Hotel, The Samoset. Gasoline and oil at local merchants.

**Rockville, Conn.**

Rockville House. Otis Snow, tires and repairs.

**Rockville Center (L. I.), N. Y.**

Charles E. Edwards, Garage.

**Rome, N. Y.**

Stanwix Hall Hotel. A. S. Noonan, Garage.

**Rondout, N. Y.**

Hudson River front for Kingston, N. Y., which see.

**Roslyn (L. I.), N. Y.**

Mansion and other hotels. J. Neston, repairs and gasoline.

**Rouses Point, N. Y.**

Montgomery House, The Windsor. Gasoline and oil at local merchants.

**Roxbury (Catskills), N. Y.**

Delaware Valley House. Gasoline and oil at local merchants.

**Rutland, Vt.**

Berwick House. Clark & Matthews, Garage; Coolidge Cycle Co., tires and supplies.

**Rye, N. Y.**

Rye Beach Hotel. Gasoline and oil at local merchants.

**Rye Beach, N. H.**

Farragut House and other summer hotels.



**Sag Harbor (L. I.), N. Y.**

American House, Nassau House. H. M. Youngs, Garage.

**Salem, Mass.**

Essex and other hotels. Essex Auto Station, 36 Winthrop St., Garage; Spencer Regulator Co., Garage; E. C. Lee, 73 Lafayette St., Garage; Eastern Automobile Exchange, 201 Washington St. (near depot).

**Saranac Lake (Adirondacks), N. Y.**

Saranac Inn and other summer hotels; other all-year hotels. C. F. Tousley, gasoline and ordinary repairs.

**Saratoga, N. Y.**

United States Hotel, Congress Hall, and other summer hotels; Worden House and Commercial Hotel open all year. W. L. Hodges, Garage; Gage Mobile Co.

**Saybrook, Conn.**

Pease House, Fenwick House. Coulter & Johnson, tires, repairs, and gasoline.

**Sayville (L. I.), N. Y.**

The Elmore, Delevan, and other summer hotels. Stenger & Rohm, Garage; E. Bailey & Sons and H. L. Terry, repairs and gasoline.

**Schenectady, N. Y.**

Edison Hotel (opposite N. Y. C. Railroad depot), The Vendome. P. F. Ryan, Lafayette St., Garage.

**Schroon Lake (Adirondacks), N. Y.**

Watch Rock and other summer hotels.

**Scituate, Mass.**

The Cliff Hotel (N. Scituate).

**Scranton, Pa.**

The Jermyn, Lackawanna Valley House. Robinson & Adams, Garage; Herman Ernst, Garage; Conrad Bros., Garage; C. B. Sturges, agency and Garage; Standard Motor Car Co., rear 416-18-20 Linden St.; Scranton Garage & Motor Car Co.

**Seabright, N. J.**

Normandie-by-the-Sea and other hotels. J. W. Bowser, Garage; H. L. Zobel, Garage.

**Seneca Falls, N. Y.**

Hoag House. E. C. Davis & Co., Garage.

**Shamokin, Pa.**

Ordinary commercial hotels. Gasolene and oil at local merchants.

**Sharon, Conn.**

Sharon Inn.

**Shelburne Falls, Mass.**

Shelburne Falls Hotel. A. E. Kemp & Son, tires and supplies.

**Shelter Island (L. I.), N. Y.**

Manhasset House and other summer hotels.

**Sidney, N. Y.**

Commercial hotels. Phelps Carriage Co., Garage.

**Silver Creek, N. Y.**

Go to Dunkirk, N. Y., or Buffalo, N. Y., for hotels and garages. Gasolene and oil at local merchants.

**Skowhegan, Me.**

Coburn and other hotels. Gasolene and oil at local merchants.

**Smithtown (L. I.), N. Y.**

Riverside Inn and other hotels. C. H. Hunting, repairs and gasolene.

**Somersworth, N. H.**

Grant's Hotel, Great Falls House (summer). Gasolene and oil at local merchants.

**Somerville, Mass.**

Near Boston, whose hotels and garages apply.

**Somerville, N. J.**

Cawley's and other hotels. Garretson Cycle Co., Garage.

**South Amboy, N. J.**

Ordinary commercial hotels. Daniel Bunting, repairs and gasolene.

**Southampton (L. I.), N. Y.**

Irving House. J. S. Allen, Garage; Squire Bros., Garage.

**Southbridge, Mass.**

Ordinary commercial hotels. E. L. Gay, tires, repairs, and gasolene.

**South Deerfield, Mass.**

Bloody Brook House, Valley Hotel. Nearest garage, Greenfield, Mass.

**South Framingham, Mass.**

Old Colony and other hotels. C. F. Whyte, Garage; W. H. St. George & Co., repairs.

**South Norwalk, Conn.**

Mahackemo House and other hotels. H. R. Bulkeley, Garage; Fox Cycle & Hdw. Co., repairs and gasolene.

**South River, N. J.**

W. S. Roth, repairs and gasolene.

**Springfield, Mass.**

Massasoit House, The Worthy, Cooley's Hotel, Spring-

field Auto Co., 36 Dwight St., Garage; A. A. Geisel, Dwight St., Garage; Maynard Rubber Corporation, 139 Bridge St., E. A. Nelson, 214 Main St., tires and supplies; E. R. Clark Auto Co., Dwight St., Garage; Norcross & Cameron Corporation, Garage; Frank H. Fowler, rear of 206 Main St., Garage; Knox Auto Co., manufacturers.

#### **Spring Lake, N. J.**

New Monmouth and other summer hotels. A. & W. H. King, repairs and gasoline.

#### **St. Albans, Vt.**

American House and other hotels. A. T. Thiebault, Garage; St. Albans Foundry and Implement Co., tires and repairs.

#### **St. Johnsbury, Vt.**

St. Johnsbury House, Avenue Hotel. Joseph St. Jock, Garage.

#### **Stamford, Conn.**

Commercial hotels. Mechaley Bros., 34 Sumner St., Garage; F. C. Parsons and Stamford Rubber Co., tires and supplies.

#### **Stamford (Catskills), N. Y.**

Rexmere and other hotels (summer). Gasolene and oil of hotels or local merchants.

#### **Stockbridge, Mass.**

Red Lion Inn, Heaton Hall. Dennis Morrissey, Garage.

#### **Stoneham, Mass.**

Crouch Motor Co., repairs and gasoline; Phelps Motor Vehicle Co., manufacturers.

#### **Stonington, Conn.**

Ordinary commercial hotels. F. H. Stivers, tires and supplies.

#### **Stroudsburg, Pa.**

Indian Queen and other hotels. L. W. Pipher, Garage; Chas. Schroeder, repairs and gasoline.

#### **Summit, N. J.**

The Beechwood, Park House (summer). C. G. Smith, Garage; C. C. Henry, Garage.

#### **Sunapee, N. H.**

Ben Mere Inn and other summer hotels. Gasolene and oil at local merchants.

#### **Sunbury, Pa.**

Central and other hotels. Gasolene and oil at local merchants.

#### **Sugar Hill (Franconia), N. H.**

Sunset Hill House, Hotel Lookoff. Hotels in White Mountains usually sell gasoline.



**Swanton, Vt.**

Hotel Chamberlain (summer), Swanton Hotel. Gasolene and oil at local merchants.

**Syracuse, N. Y.**

The Yates, Globe, and other hotels. Amos-Pierce Automobile Co., 109-111 South State St., Garage; R. M. Cornwell, 416-420 South Salina St., Garage; Syracuse Motor Car Co., 118 South State St., Garage; H. H. Franklin Mfg. Co., manufacturers; J. S. Leggett Mfg. Co., manufacturers.

**Tamaqua, Pa.**

U. S. Hotel. Gasolene and oil at local merchants.

**Tarrytown, N. Y.**

Florence Hotel. N. Koenig, 179 W. Main St., Garage; Maxwell-Briscoe Motor Co., manufacturers.

**Taunton, Mass.**

City Hotel, The Windsor. Taunton Auto Station, Garage; J. W. Robertson, P. O. Sq., Garage; H. Carlow & Co., 1 and 3 Howard St., Garage.

**Ticonderoga, N. Y.**

Ordinary commercial hotels. Gasolene and oil at local merchants.

**Torrington, Conn.**

Coulys Inn and Allen Hotel. Coe's Auto Station, Garage; Cook Bros., C. H. Cantillion, and C. D. Clark, tires and gasolene.

**Towanda, Pa.**

Ward House. Gasolene and oil at local merchants.

**Trenton, N. J.**

The Trenton and other hotels. Toman Bros., 118 N. Warren St., Garage; Walter Richards, 321 E. State St., Garage; Harry Dech, 28 S. Olden Ave., repairs and gasolene.

**Troy, N. Y.**

The Rensselaer, Mansion House. Scott D. Nichols, 417 Federal St., Garage, tires and repairs; Troy Automobile Exchange, Garage.

**Tupper Lake (Adirondacks), N. Y.**

Wankeesha and other summer hotels.

**Tyrone, Pa.**

Ward House and other hotels. Gasolene and oil at local merchants.

**Unadilla, N. Y.**

Bishop House. Gasolene and oil at local merchants.

**Union Hill, N. J.**

F. C. Loeffler, repairs and gasolene.

### **Uniontown, Pa.**

The McClelland. Repairs of Evans Machine Co., or Johnson Machine Co.; gasolene and oil at local merchants.

### **Utica, N. Y.**

Butterfield House, Baggs Hotel. The Miller-Mundy Motor Car Co., 26-28 John St., Garage; C. H. Childs & Co., 126 Lafayette St., Garage; Black Diamond Automobile Co., manufacturers.

### **Wallingford, Conn.**

Wallingford Hotel, Central House. Badger D. Mille Co., tires and supplies.

### **Waltham, Mass.**

Near Boston, whose hotels and garages apply. Local garages: Watch City Auto Co., 582 Main St.; Potter & Stainforth, 222 Moody St., repairs and gasoline; Waltham Mfg. Co., manufacturers.

### **Warren, Ohio.**

Elliott House. Kibler & Porter, repairs and gasolene. Trumbull Mfg. Co., manufacturers.

### **Warrensburg, N. Y.**

Adirondack and other hotels. Gasolene and oil at local merchants.

### **Warsaw, N. Y.**

Ordinary commercial hotels. Gasolene and oil at local merchants.

### **Washington, D. C.**

New Willard, Arlington, and other hotels. Auto Storage & Repair Co., 1319 L St., N. W., Garage; Cook & Stoddard, 1028 Conn. Ave., Garage; Cook & Weston, 1319 L St., N. W., Garage; Ford Auto Station, 715 13th St., N. W., Garage; Long Distance Auto Station, 17th and U Sts., Garage; National Auto Co., 1711 14th St., N. W., Garage; Wash. Elec. Vehicle & Trans. Co., 14th St., between D and E Sts., Garage.

### **Washington, N. J.**

Ordinary commercial hotels. J. H. Johnston, repairs and gasolene.

### **Washington, Pa.**

Ordinary commercial hotels. F. H. Hayes & Co., repairs and gasolene.

### **Waterbury, Conn.**

Elton Hotel; The Connecticut. The E. H. Towle Co., office adjoining P. O.; storage Harrison Ave. Garage; Brass City Cycle Co., and Mintie & Benedict, tires and gasolene.

**Watertown, N. Y.**

The Woodruff. Will C. Greene, storage, repairs, and supplies, 91 Washington St.

**Waterville, Me.**

Elmwood and other hotels. H. N. Beach, Charles St., Garage.

**Waverly, N. Y.**

Ordinary commercial hotels. E. M. Letts, Garage.

**Waynesboro, Pa.**

Ordinary commercial hotels. Gasolene and oil at local merchants.

**Weirs (The), N. H.**

Lakeside House and other hotels. Gasolene of hotels and local merchants.

**Wells River, Vt.**

Hale's Tavern. Symes Bros., tires and supplies.

**West Chester, Pa.**

Ordinary commercial hotels. A. Henry, 18 N. Church St., auto station and gasolene.

**West End (Long Branch), N. J.**

Numerous summer hotels. West End Auto Station, Garage.

**Westerly, R. I.**

The Dixon. Gasolene and oil at local merchants.

**Westfield, Mass.**

Bismarck Hotel. E. E. Morand, and O. E. Herrick, tires and supplies.

**Westfield, N. J.**

Westfield House. Chas. G. Embleton, Garage.

**Westhampton Beach (L. I.), N. Y.**

Oneck and other summer hotels. Graphic Cycle & Auto Co., Garage.

**Westminster, Md.**

The Westminster. E. B. Arnold, repairs and gasolene. L. A. Haller, Machine Shop.

**West New Brighton (Staten Island), N. Y.**

Across bay from New York City, whose hotels and garages apply. W. W. Cornell, repairs and gasolene. Hotel Castleton at New Brighton.

**West Nyack, N. Y.**

Charles Haerle, repairs and gasolene.

**Wharton, N. J.**

R. F. Oram & Co., Garage.

**Wheeling, W. Va.**

McLure, Windsor, and other hotels. J. C. Stamp, Garage; R. H. Mahlke, repairs and gasolene.



**Whitehall, N. Y.**

Ordinary commercial hotels. Gasolene and oil at local merchants.

**White Plains, N. Y.**

Carlyon Arms and other hotels. E. S. Hessels, 15 Brookfield St., Garage; E. P. Horton, 105 Railroad Ave., Garage.

**White River Junction, Vt.**

Excelsior Carriage Co., Garage.

**Wickford, R. I.**

Cold Spring Hotel; The Elms (summer). Gasolene of hotels and local merchants.

**Wilkes-Barre, Pa.**

The Sterling Wyoming Hotel. Robert Johnston, 12 N. Main St., Garage; Auto Machine & Repair Co., Garage.

**Willimantic, Conn.**

Hooker House. Jordan Bros., tires and supplies.

**Williamsport, Pa.**

Park Hotel; The Updegraff. Clyde B. Kaufman, Garage; Frank Holmes, Garage; Keeler Boiler Co., repairs and supplies.

**Williamstown, Mass.**

The Greylock and other hotels. Gasolene and oil at local merchants.

**Wilmington, Del.**

Clayton House; The Wilmington. Wilmington Auto Co., 829 Orange St., Garage; Delaware Auto Storage & Repair Co., Eleventh and West Sts., Garage; Delaware Mch. Works, manufacturers.

**Windsor Locks, Conn.**

Go to Springfield (northbound) or Hartford (southbound) for hotel. G. W. Gates, tires and gasolene.

**Winsted, Conn.**

The Winchester. D. J. Barnes, Garage; R. S. Beeman, and Geo. Richards & Son, tires and supplies.

**Woodbridge, N. J.**

Opposite New York City, whose hotels and garages apply. Ackerman Bros., repairs and gasolene.

**Woodstock (White Mountains), N. H.**

Deer Park and other hotels. Gasolene and oil at local merchants.

**Woodstock, Vt.**

The Inn. W. E. View, Garage.

### **Woonsocket, R. I.**

St. James and other hotels. G. A. Anderson, 315 Main St., Garage.

### **Worcester, Mass.**

Bay State House; The Commonwealth. Robinson's Automobile Station, Birney A. Robinson, Proprietor, Pleasant St., opposite Chestnut St., Garage; Alsten & Goulding, 36 Foster St., Garage; Harrington Auto Station, 31 Central St., Garage; Worcester Auto Co., 86 Exchange St., Garage; Central Auto Exchange, 43 Foster St., Garage; Palace Auto Co., Garage; Norcross & Shiland, Summer St., Garage; Iver Johnson's Sporting Goods Co., C. F. Grout, and J. W. Grady, tires and supplies.

### **Wyckoff, N. J.**

H. J. Collerd, repairs and gasoline.

### **Yonkers, N. Y.**

Getty House. Fuller & Walsh, 71-73 South Broadway, Garage; Lyons Cycle Co., and Wm. Shrive, repairs and gasoline; Ardsley Motor Car Co., manufacturers.

### **York, Me.**

Numerous summer hotels. Warren F. Blaisdell, repairs and supplies.

### **York, Pa.**

New National and Colonial Hotels. Snyder Cycle and Auto Co., 231 West Market St., Garage; Pfeifer Bros., 233 West Market St., and J. W. Richley, 16 North Beaver St., repairs and gasoline; York Automobile Co., manufacturers.

### **Youngstown, Ohio.**

Tod House. W. F. Flynn, Garage; E. Hippard, gasoline and oil; Mahoning Automobile Co., and Fredonia Mfg. Co., manufacturers.

## **SPECIAL NOTICE.**

The information contained in the foregoing Garage and Hotel Directory has been compiled with great care by the traveling and office force of the Hartford Rubber Works Co. Every effort has been made to have each item accurate to the day of publication; and we believe actual use will prove it by far the most reliable list to date.

Having utilized every means to secure this end, the Hartford Rubber Works Co. does not hold itself responsible for any errors that may occur, or any consequences arising therefrom. Suggestions made in writing will be filed away for consideration in preparing a subsequent edition.

## IDENTIFICATION.

### Items of Useful Record in Case of Mishap or Where Clear Evidence of Identity is Required.

Every touring motorist should carry such memoranda as would instantly and conclusively identify himself or his machine in emergency. Not only is this of possible great value in case of severe injury on the road — by no means unknown — but it will frequently save time and trouble when traveling in strange places.

If claiming a car shipped by water or by rail to some port or railway station where the tourist is personally unacquainted, the right sort of entries, methodically made at some previous time, have weight. Wishing to cash a check or secure registered mail, the same means of identification is practically conclusive — especially if the essential entries can be substantiated by examination of the machine itself.

The same entries, ready to offer in evidence if required, are likely to be of special value when taking a car in or out of the United States. On the Canadian border, particularly, the customs officers will often allow an automobile party to cross for short trips without formal declarations or deposit for duty. Other occasions will arise for the use of the same memoranda, which we think are covered by the following specifications:

1. Owner's Name and Address,.....
2. Name and Type of Car,.....
3. Maker's Number of Car,.....
4. Tires,.....
5. Club, .....
6. American Motor League Number,.....
7. American Automobile Association Number,.....
8. State License or Licenses,.....
9. Special Identification or Information,.....
10. Time and Place of these Entries,.....

.....

.....

Business men using a dating stamp in which their business name is employed might find same convenient for filling in the last item on the list. Only blind prejudice would refuse such clear evidence as a page like this can easily be made to represent.



## Foreword to "Contents and Index."

Particular care has been taken to bring the entire contents of this volume within easy compass of the following pages. To secure this end with routes which necessarily extend in all directions — routes which at times seek common points and at times spread far apart to reach and cover different sections — the following plan has been adopted:

Pages 354-358 give the contents of the volume, in briefest form, in the order of publication. So much is intended as a general means of reference — a miniature of the book itself — more useful to motorists contemplating certain possible tours than to those looking up schedules covering specific plans.

It is upon the larger and more complete index of principal places reached by all routes and tours that the motorist will chiefly depend. *Under the head of each city or important town will be found a list of all tours passing through same, or having a beginning or an ending there.* By this means natural terminals of automobile trips and important points en route are brought to an equality in the index.

We believe the best interests of all concerned have been served by eliminating the relatively unimportant places from this part of the work. Not only does this make possible a vast reduction in the bulk of items where compactness saves time and trouble on the road, but reference to the nearest important places — whether terminals of routes or intermediate points — will quickly show how all the schedules run.

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**DON’T**; overload your tires; you wouldn’t injure a good horse by working him too hard.

**DON’T**; deliberately choose a road smoothly paved with sharp, loose stones, and then return your tires to the maker as N. G.

**DON’T**; forget that we have a branch in every large city; let one of our local doctors examine your tires before they really need it.

**DON’T**; jam on the brakes and skid your rear wheels, and then wonder why tires “wear out” so quickly.

**DON’T**; ride with your tire flat further than absolutely necessary; make the repair at once.

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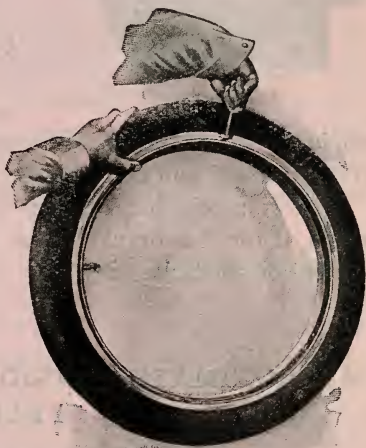
Tires may be returned for repairs direct to our factories or to our branch houses, whose repair shops are thoroughly equipped for skillful repair work. All orders will be attended to by our branch houses with the same care as they receive at our factories in Hartford, Conn., or New Brunswick, N. J.

# The Perfected Dunlop Detachable Tire

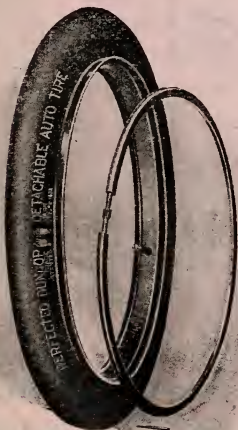
Process of Removal and Replacement is Simple, Easy, and Expeditious. Both Operations are given in Detail Below.

THE rim consists of a hollow ring which is flattened at the point of contact with the wood felloe of the wheel, slightly concaved at the tire seat to form a cup in which the inner tube will round out under pressure, and also concaved at each edge for the receipt of tubular elliptical beads which are rendered removable by means of the turnbuckle provided with right and left threads as shown in figure No. 1.

This cut shows the operation of opening the turnbuckle which extends the bead for removal.



No. 1.



No. 2.

Figure 2 shows the bead removed, leaving edge of outer cover of the tire resting on the rim, from which it may be slipped, and the entire outer cover removed completely from the rim.

Before attempting to attach the tire to the rim, place the inner tube within the outer cover and slip the whole tire on the rim.

Replace the bead and tighten the turnbuckle until the bead is properly seated in the groove of the rim. Great force is not necessary to adjust it to the proper position.

When screwed up it can be seen at a glance if the bead is snugly in place. After this replace the spring steel clip over turn-

buckle. This keeps out the water. The tire is then ready for inflation.



No. 3.

Previous to inflating tires, push the valve cot away from the rim towards the crown of the tire; then pull and bring it through the rim and felloe as far as possible; this will insure the valve and cot being seated properly in the bottom of the rim.

In case of puncture, it is not usually necessary to remove the whole tire from the rim. Slip one side of the casing over the edge of the rim and pull out the tube.

As a precaution against rust, it is recommended that the inside of the rim or part upon which the tire and bead rests be painted or shellacked.

## APPROXIMATE OUTSIDE DIAMETER OF WOOD FELLOES

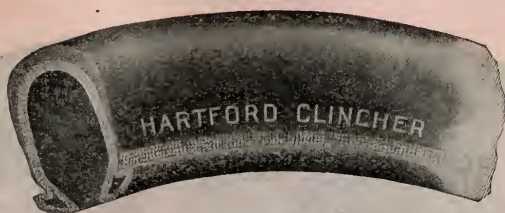
### For 1905 Perfected Dunlop Rims

Size of Tire	1905 Dunlop	Size of Tire	1905 Dunlop
26 x 2½	20⅝	28 x 4	19⅜
28 x 2½	22⅝	30 x 4	21⅜
30 x 2½	24⅝	32 x 4	23⅜
32 x 2½	26⅝	34 x 4	25⅜
34 x 2½	28⅝	36 x 4	27⅜
36 x 2½	30⅝		
26 x 3	18¾		
28 x 3	20⅝		
30 x 3	22⅝	32 x 4½	21¼
32 x 3	24⅝	34 x 4½	23⅜
34 x 3	26⅝	36 x 4½	25⅜
36 x 3	28⅝		
28 x 3½	19⅜		
30 x 3½	21⅜		
32 x 3½	23⅜	32 x 5	21¼
34 x 3½	25⅜	34 x 5	23⅜
36 x 3½	27⅜	36 x 5	25⅜

NOTE — The above diameters are approximately ⅛ inch larger than inside diameter of rims to allow for fitting and draught.



## Hartford Clincher Tire



The Hartford Clincher Tire combines advanced ideas in construction with the highest grade materials, which place it in a distinctive class. It is of the wrapped variety, cured in live steam, thereby producing a tough, lasting, and even-wearing tire. We are the only licensees under the G. & J. patents using certain methods of construction which eliminate a large percentage of tire troubles.

The special Sea Island cotton is of unusual strength, which enables us to use fewer plies of duck and at the same time obtain a maximum of strength and a tire that is particularly resilient. Moreover, it stands the constant flexing or bending without injury to the fabric.

In the manufacture of this tire the heavy tread is applied in a separate operation, thus insuring a uniform vulcanization of friction and rubber in the varying gauges of the thick tread and the comparatively thin walls — without injury to the fabric from overheating. Whenever the tread wears down, a new one can be readily applied at a cost considerably less than the price of a new outer casing.

The tubes used in connection with this tire are made from the best Para obtainable, and are of thick gauge, built up in two heavy plies. Each tube is reinforced on the under side with Sea Island cotton, which offsets in a great measure the possibility of pinching while the tire is being attached to the rim.

In the past rim cutting has been one of the chief troubles with the clincher type of tires. To overcome this we now fit the edges or beads of the casings with an asbestos strip which altogether eliminates this trouble.

Hartford Tires are everywhere celebrated for comfort and durability, and these are the essential qualities which make a pneumatic tire reliable and valuable. Our Clincher is as near perfect as the best quality of material and workmanship can produce.

Into every tire which bears our name and trade-mark our reputation is interwoven, and this reputation will be carefully maintained in all of our products.

# Hartford Single Tube Automobile Tire



The Single Tube type of automobile tire is already so well known that a detailed description here is not necessary. We were the pioneers in the manufacture of this style of tire, and our long experience — with persistence in maintaining a high standard of quality — has earned for the Hartford Single Tube Automobile Tire the reputation of leader in its class.

While the Single Tube is well adapted for use on all automobiles, it is especially so for medium and light-weight cars.

## To Cement Tires to Rims.

1. Scrape and polish the rims thoroughly and apply a coat of shellac.

2. Clean the rim-bearing surface of the tire thoroughly by scraping with a sharp shoe or kitchen knife until you obtain a dark surface on the rubber, then apply one coat of shellac and let dry.

3. After the shellac has dried on both rim and tire, apply a thin second coat in like manner, and then a third coat to both, and slip the tire into place, valve first, then work the lugs into place in the rim.

4. Inflate the tire hard, and let it stand until dry.

Shellac is by far the most satisfactory material with which to attach tires properly to the rims.

Do not experiment with the more elaborate "rim cements" or rubber solution mixtures for this purpose.

## What "Rim Cuts" Mean.

Pneumatic tires cut on the edges of the rim either (1) because the tire is run too soft; (2) because the tire does not fit the rim; or (3) because the tire is too small in cross section for the load carried. The rim on a vehicle wheel should not come in contact with obstructions; if the rims cut the tires, it is good evidence they are improperly fitted or have been misused.

# Price List

(SUBJECT TO CHANGE)

## HARTFORD CLINCHER AND PERFECTED DUNLOP AUTOMOBILE TIRES.

### List Each.

Size inches	To carry axle weight	Tire complete	Casing	Tube with valve
26 x 2½	400 lbs.	\$20.67	\$16.17	\$4.50
28 x 2½	"	22.22	17.42	4.80
30 x 2½	"	23.77	18.67	5.10
26 x 3	700 lbs.	31.90	26.50	5.40
28 x 3	"	34.30	28.50	5.80
30 x 3	"	36.70	30.50	6.20
32 x 3	"	39.19	32.59	6.60
34 x 3	"	41.67	34.67	7.00
36 x 3	"	44.07	36.67	7.40
28 x 3½	900 lbs.	45.20	37.00	8.20
30 x 3½	"	48.39	39.59	8.80
32 x 3½	"	51.57	42.17	9.40
34 x 3½	"	54.84	44.84	10.00
36 x 3½	"	58.10	47.50	10.60
30 x 4	1100 lbs.	56.25	45.57	10.68
32 x 4	"	60.00	48.65	11.35
34 x 4	"	63.75	51.75	12.00
36 x 4	"	67.50	54.82	12.68
32 x 4½	1500 lbs.	73.35	60.00	13.35
34 x 4½	"	77.92	63.74	14.18
36 x 4½	"	82.50	67.50	15.00
34 x 5	"	107.11	89.54	17.57
36 x 5	"	113.00	95.00	18.00

We also make

## HARTFORD CLINCHER TIRES IN FRENCH SIZES as follows:

	Tire complete	Casing	Tube with valve
750 x 85	\$45.00	\$35.67	\$9.33
760 x 90	49.50	39.84	9.66
810 x 90	53.25	43.00	10.25
870 x 90	56.33	45.66	10.67
910 x 90	58.66	47.33	11.33

We include, without additional charge, a good foot pump and our large repair kit with each set of four complete tires.



## HARTFORD STANDARD CLINCHER RIMS.

### Wood Wheels.

Rims for 2½ and 3 inch tires, . . .	\$2.25 each
Rims for 3½ inch tires, . . .	3.25 each
Rims for 4 inch tires, . . .	3.33 each
Rims for 4½ and 5 inch tires, . . .	4.50 each

## HARTFORD SINGLE TUBE AUTOMOBILE TIRES.

Size.	Each.	Size.	Each.
26 x 2½	\$19.00	28 x 3½	\$42.00
28 x 2½	20.00	30 x 3½	44.00
30 x 2½	22.00	32 x 3½	46.00
32 x 2½	24.00	34 x 3½	48.00
34 x 2½	26.00	36 x 3½	50.00
36 x 2½	28.00		
26 x 3	27.00	28 x 4	48.00
28 x 3	28.00	30 x 4	50.00
30 x 3	32.00	32 x 4	54.00
32 x 3	36.00	34 x 4	58.00
34 x 3	40.00	36 x 4	62.00
36 x 3	44.00		

We include without additional charge a good foot pump and a large repair kit with each set of four complete tires.

DELIVERIES:— Freight prepaid on two or more complete tires; rims, F. O. B. cars Hartford.

When ordering Single Tube Tires, please always specify whether they are for wood or wire wheels and how many lugs they should be fitted with.

## RIMS FOR PERFECTED DUNLOP TIRES.

### Wood Wheels.

Rims for 2½ and 3 inch tires, . . .	\$2.25 each
Rims for 3½ inch tires, . . .	3.25 "
Rims for 4 inch tires, . . .	3.33 "
Rims for 4½ and 5 inch tires, . . .	4.50 "

The changing of wheels fitted with other types of rims to the Perfected Dunlop is simple and inexpensive and can be made by any blacksmith or wheelwright. If the work cannot be done locally, we will undertake to do the work of changing the rims without charge. This includes a new felloe (if necessary) and painting the same.

Tag each wheel with your name and address, also size of tire and rim desired, and forward prepaid to either the main office and factory or the nearest branch office of the Hartford Rubber Works Company.

## THE CARE OF TIRES.

The Perfected Dunlop Tire may be ridden flat with less fear of damage to the casing and tube than any other type owing to the absence of lugs, thus allowing the tire to slip in the rim instead of tearing on the bolts. Nevertheless, in case of puncture the car should be stopped at once and the tube repaired or replaced.

Experience has taught the careful driver always to carry one or more spare tubes, as a cemented roadside repair will not always hold, especially in warm weather, as the heat generated in the tire may loosen the patch. When touring, a spare casing should always be carried.

The garage floor should be kept free from oil or gasoline. The tires on a car left standing on a grease-covered floor deteriorate quickly, the natural enemies of tires being oil and gasoline. These destroy the nature of the rubber, rendering it soft so that it cuts and wears away quickly.

Tires that show wear on one side from use on rutty roads or from other causes should be turned around, thereby lengthening the life of the tire. It is also a good plan to place the rear tires on the front wheels when they begin to show age, as the power being transmitted through the back tires they necessarily wear out sooner than the front tires, which are simply submitted to a rolling action and sustain less weight. This changing is an easy matter with Perfected Dunlops.

A gash or cut in a casing sufficiently deep to expose the fabric should have a vulcanized repair made without delay. Otherwise, water and dirt will soon ruin the whole tire, the threads acting as a conductor for the moisture; the fabric thus becoming mildewed.

A sprung axle will often cause the quick wearing of a tire for the reason that the tire is running on an angle, which sets up a grinding action. Tires run under these conditions will wear out in a very few miles.

When a car is not to be used for an indefinite period all four wheels should be jacked up; this prevents the fabric from becoming set in one position.

Spare air tubes should be kept slightly inflated. This keeps them in good condition and prolongs their life. They should not be stored in a greasy tool-box under any circumstances. If a spare casing and tube be carried, the latter should be slightly inflated and placed in the cover.

A very important point often overlooked by wheel builders is to paint the outside surface of the rims, or part upon which

the tire rests. If this has been omitted, steps should be taken at once to have them painted, as rusty rims quickly destroy tires.

Occasionally a tire will apparently puncture without good reason. In such cases examine the rim and it will probably be found that a bolt head protrudes above the rim surface and has finally worn through the tube. The obstruction should be buffed or filed off until the bolt lies flush with the rim bed. If the trouble is caused by a bolt being driven too far into the rim, leaving a depression sufficiently sharp and deep to damage the tube, this should be filled in. A compound of pumice stone and coach varnish mixed to the consistency of putty will do the work nicely. Just fill the hole and leave it to dry for an hour or so, and it will become hard.

### **Air Pressure in Tires.**

This is a much disputed point, and no hard-and-fast rule can be employed, a gauge on a pump or tank being useless for the purpose, because a large percentage of pressure is lost in the piping and opening the valve check. Tires should be inflated until they show a very slight depression under the load they have to carry.

Furthermore, after applying a tire it should be inflated sufficiently to keep the rim off the ground. Then remove the jack and finish pumping with the weight of the car resting on the tire. It can then be readily seen when the requisite amount of air has entered the tire. Too much air in a tire is a detriment, and makes the car ride "harshly."

### **First Cost vs. Quality and Service.**

While good pneumatic tires will outwear any other form of tire, cheaply constructed pneumatics with poor quality of material added is without question the most unsatisfactory form of tire which can be used; therefore, "the best is none too good."

The price question is naturally of importance, but "first costs" are often misleading, as is demonstrated by the dissatisfaction inevitably resulting from the use of cheap tires. Experienced motorists have learned that the purchase of tires is largely a question of confidence, and that in purchasing Hartford or Perfected Dunlop Tires they take absolutely no chance of misplacing their confidence.

Special attention is called to the facilities extended through our branch houses for taking care of the tire and repair requirements of our customers. These branches are located in most of the principal cities throughout the country (see page 11 for list), and are in charge of direct representatives of the company.



# THE PERFECTED DUNLOP DETACH- ABLE TIRES

Not Experimental      Further Evidence of Durability

HENRY SOUTHERN,  
PRES. AND MGR.  
CHAS. CHAMBERLAIN

THE HENRY SOUTHER ENGINEERING CO.  
ENGINEERS, METALLURGISTS AND ANALYSTS.  
140 CLAREMONT AVENUE

C. S. DUNBAR,  
PRES.

HARTFORD, CONN. July 6, 1904.

James W. Gilson, Sec'y.

The Hartford Rubber Works Co.

Hartford, Conn.

My dear Mr. Gilson:-

Your letter of July 1st, asking for my experience with the new Dunlop tire, just received.

To put it plainly, I can say truthfully that my dread of a puncture while these tires are on my machine is gone. Of course, a puncture means a stop for say fifteen minutes, or thereabouts; but it does not mean a struggle and the annoyance that I have experienced in times past with the ordinary form of automobile tires.

I state the above after having had three small punctures and, therefore, know what I am talking about.

As to the behavior of the tires on the road, I can only say that they have given perfect satisfaction under varying conditions;-the deep sandy roads of Eastern and Southern Connecticut, the rutted and muddy roads of this neighborhood, and the exceedingly rough roads of the hills in the western part of the state.

Very truly yours,

*Henry Southern*

The Perfected Dunlop solves the problem of reducing the cost of tire maintenance. ABSOLUTELY does not "creep." Maximum for speed, comfort and ease of repair.



## The Hartford Automobile Tire Repair Kit

To meet the requirements of individual owners, and even small garages, we have made up an outfit that is selected in detail with a view to enabling automobilists to repair most any detachable motor tire.

This Repair Outfit includes a fine B. & S. style of wrench with combination screw driver and wire cutter. The jaws of the wrench are adjustable to any size nut that will be found in the average automobile. Soapstone, cement, a handy tool for roughing the surface of inner tubes, patches, patching cement, wide tape, tire detachers, and special "Leather Repair Band" to strengthen the tire at the point of repair; friction duck, patching rubber, parts for valves, all neatly placed in compartments to prevent general mixup of contents, and in fact everything that is used in making repairs on double tube motor tires either in the garage or on the road.

Price of the Complete Outfit, packed in a very neat, serviceable box, \$6.00, f. o. b. Hartford, or any of our branches.

MANUFACTURED BY

**THE HARTFORD RUBBER WORKS CO.**  
**HARTFORD, CONN.**

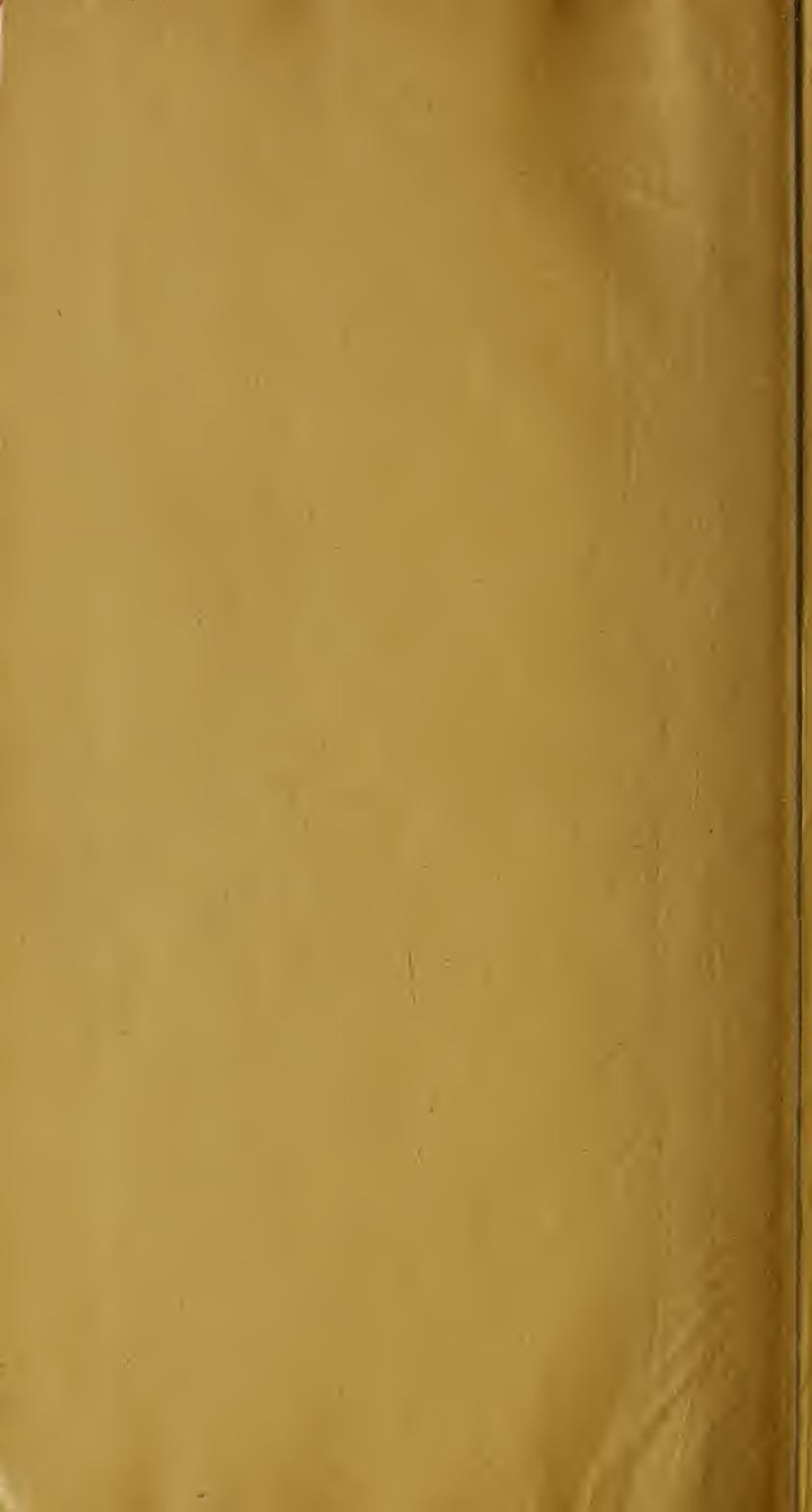
Our own Gray Matter has been in a more or less Active State for the better part of a year in compiling, arranging, & indexing this Road Book. Anyone with a Sudden Inspiration of better means to accomplish the same ends might find suitable recognition of his Genius at Headquarters. Reached by all routes through Hartford, Connecticut (see map opposite page 11), or by any United States mail route (no running directions necessary).





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